

SHERWIN WILLIAMS
PAINTS & VARNISHES



ANDERSEN MEYER & CO. LTD.

The Hongkong Telegraph

(ESTABLISHED 1881)

69300 四拜禮 號式月十英港香

THURSDAY, DECEMBER 2, 1920.

日三廿月拾 SINGLE COPY: 10 CTS.
\$35 PER ANNUM.

Dutch B.W.
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ANDERSEN MEYER & CO. LTD.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

THE TROUBLE AT ICHANG.

Looting and Burning Continue.

Shanghai, December 1.

The Hankow office of the Standard Oil Company wires that looting and burning are continuing at Ichang, and there are no gunboats there. There has been considerable property destruction but the lives of foreigners are not endangered. Shanghai naval circles state that British and American gunboats have been ordered to proceed to Ichang hurriedly. H.M.S. Gnat is proceeding from Hankow. The U.S.S. Monocacy is the nearest and is sailing to Ichang from Wahsien.

ZIONIST EMISSARY AT SHANGHAI.

Shanghai, December 1.

Mr. Israel Cohen was given a tremendous greeting at the Palace Hotel this evening when addressing the local Jewish community.

TO-DAY'S CHINESE TELEGRAMS.

Peking, December 1.

In regard to the cancellation of the Military Pact the Japanese Minister still insists on the Eastern Railway being guarded by the Japanese. The Government considers that there is lack of sincerity on the part of Japan and has decided to declare the cancellation separately.

Dr. Wellington Koo has reported that the question of the losses suffered by China has been held over by the Peace Commission of the League, on the ground that China has not signed the Treaty but it has been formally declared before the Treaty Execution Commission that these questions are being reserved.

Shanghai, December 1.

A rumour prevails here that Tuan Chi-jui and Hsu Shu-tsang are on their way to Canton to take part on the reorganisation of the Military Government.

A highest naval title is granted to Admiral Lum Po-yik of Canton on his return to the North.

(Other Early and Special Telegrams on Page 2)

GOLF.

Scotland v. the Rest.

Teams representing Scotland and the Rest will meet at Fanning on Sunday, 5th December. The main course will be reserved from 9.30 a.m. to 11.04 a.m. Players are requested to go out by the 8 o'clock train. There will be singles in the morning over the main course and four-somes in afternoon over the Relief Course.

The following are the teams:—

SCOTCH.

T. W. Hill
B. D. C. Morcan
T. S. Forest
J. L. Crockett (Capt.)
Major Leslie Smith
A. H. Ferguson
J. B. Ross
Hon. John Johnstone
E. Davidson
N. C. Wilson
A. C. Leith
R. E. Macdougall
B. Bruce
J. D. Kinaird
T. R. Chassels
E. F. Nicoll
J. W. Patton
K. S. Morrison
Dr. Chas Forsyth
Dr. Valentine
T. Maitland
N. S. Marshall
N. J. Morrison
G. M. Young

THE REST.

Major Bagnall.
R. L. D. Wodehouse.
R. M. Smith.
G. S. Archbutt.
Captain James.
Capt. W. E. Gribbell.
W. D. Kraft, (Captain).
Captain Warner.
P. J. Paravicini.
A. H. Crew.
C. E. H. Beavis.
R. A. Camidge.
R. Hancock.
Major Downing.
Major Edwards.
N. L. Smith.
J. Hooper.

BILLIARDS.

Palace Hotel Handicap.

In the final of the above Handicap last night Mr. A. Tse succeeded in beating Mr. Ho Sai Man, and carried off the splendid cup put up by the management. By mutual agreement, they played 400 up and some very interesting play was witnessed. The final scores were:—Tse, 400; Ho Sai Man, 297.

The highest breaks of the winner were 32, 31, 18, 16, 15 and 15 whilst the loser compiled 38, 26, 24, 21, 18, 17, 16, 16, and 15.

Mr. J. Parkes kindly consented to present the prizes and in a very appropriate speech declared the winner of the 1st prize silver cup Mr. A. Tse, the 2nd prize silver cup Mr. Ho Sai Man and the 3rd prize billiard cue Mr. R. Thomas. For the highest break Mr. A. G. Pile, with a break of 51, received a silver cup.

INTERESTING HANDICAP.

During the prize presentation it was announced that Mr. Ho Kom Tong, who is the father of the winner of the second prize, has kindly offered to put up prizes for another Handicap to the extent of \$400. The Management has apportioned the prizes as follows:—1st prize Cup, \$200; 2nd prize Cup, \$100; 3rd prize, \$50; Highest breaks, \$50. The Handicap is now open for entry. The entrance fee is \$3, but the Management wishes to announce that all entrance fees will be devoted to charity.

F. Bevington
C. A. Peel
M. M. Maas
Col. Cox
N. L. Leefe
H. Scott
L. S. Greenhill

The first pair will drive off at 9.32 and the remainder at intervals of four minutes in the order given.
Players are requested to order their own tiffin.

PIRACY.

Armed Robbers Board A Junk.

The steersman of a night soil junk has reported to the Police that on the night of Tuesday last his junk, whilst anchored at Kwai heung in the Chin Wan District, was boarded by a gang of six robbers who were armed with daggers. Awakened by the noise of tramping on the deck occasioned by the pirates boarding the vessel, the steersman emerged from his cabin and was confronted by the daggers of the robbers who proceeded to hustle him and the three other members of the crew into the hold. The hatch was battered down, whilst the robbers looted the boat, eventually making their departure in a fishing junk with \$112 worth of broken cable and eight pieces of clothing, of the total value of \$75.

NEW PUBLICATIONS.

"The Army Quarterly."

The first number of the *Army Quarterly*, incorporating the *United Service Magazine*, announces the policy of this new-old review as being "to provide a forum for the discussion, explanation and review of all military affairs." The publication will go far further than this by not only seeking to attract the attention of the numerous temporary ex-soldiers as well as of those engaged in the profession of arms, but also by opening its columns to the contrary aspect—pacifism.

The opening number contains numerous contributions from writers of weight. Lieut.-General the Earl of Caran, whose fine leadership of the British forces in Italy will be easily remembered, discusses the 1917-18 campaign in that region; Lieut.-General Sir Noel Birch handles "Artillery Development in the Great War"; Wing-Commander J. A. Chamier discusses "Aircraft Co-Operation with Infantry" while Mr. Helaire Ballo writes on "The Obstacle of the Somme Valley." Major-General G. C. Dawney has been secured as editor and Lieut.-Col. C. M. Headlam as assistant editor of the review, which is published by Messrs. Wm. Clowes and Sons, Ltd., London, 7s. 6d. or 39s. per annum, including postage.

KIANGSI NATIVE TRADE.

In "Kiangsi Native Trade and its Taxation" (the Commercial Press, Shanghai) Mr. Stander Wright, of the Chinese Customs Service, sets out to the study in detail the trade-taxing offices of a province and their influence on the trade taxed. The province here dealt with is Kiangsi, the author adding that the tax conditions affecting domestic trade in China are essentially similar in all provinces. Mr. Wright has contrived to assemble in a single volume a remarkable quantity of material about the various industries, which he surveys with a cogency born of experience, and keen interest, his conclusion being that centralised control is inevitable.

FOOTBALL.

Second Division Matches.

The following 2nd Division League matches will take place on Saturday December 4th:—
2.30 p.m.—Fungjabis v. United F.C. Navy "B" ground.
2.30 p.m.—Oilers United v. Club de Recreio, Navy "A" ground.
2.30 p.m.—Club Res. v. Staffs & Depts. Club ground.
4 p.m.—South China v. Indians F.C. South China ground.
4 p.m. Kowloon v. St. Joseph's, St. Joseph's ground.

M. C. L. BAZAAR.

The Financial Result.

We have received the following for publication:—

Dear Sir,—Will you be kind enough to publish the following statement of accounts,—the result of the Hongkong Women's Guild and Ministering Children's League Bazaar held at Government House on November 6th? Owing to our having had to depend entirely on the bazaar this year, without any outside entertainments, such as were held last year, our receipts were \$10,000 odd this year as against \$13,000 for last and we have therefore been obliged to cut down our donations.

The Committee has endeavoured to allocate the funds so that no particular Home should suffer too severely.

In thanking the many people who have helped and worked so generously I must especially mention Mr. Halifax for his assistance with the finances, also the men of H.M.S. Tamar, the Kowloon Dockyard, the Police, Mr. Graham of the Electric Co., Mr. Noronha, who has done all the printing as a gift, and Mr. Kynoch of the P.W.D.

The Committee also desire to express their warm appreciation of the support given to them by the Cricket Club who allowed a collection to be made during the match with Shanghai which realized over \$300.

A financial statement for the year together with the allocation of funds appears below.

Yours faithfully,
W. MARJORY STUBBS,
Government House, Nov. 30, 1920.

BAZAAR RECEIPTS.

| Stall. | Total. |
|----------------------------------|-------------|
| Gate | \$294.71 |
| Victoria | 524.20 |
| Police | 943.05 |
| St. Stephen's | 338.20 |
| Sweets | 192.15 |
| Bellios Public School | 1232.15 |
| St. Paul's Girl School | 1040.90 |
| Military | 618.05 |
| Tea | 373.25 |
| Shy | 33.30 |
| Chute | 39.60 |
| Lucky Well | 99.75 |
| Fish | 105.45 |
| Kowloon | 591.31 |
| Entertainment and Programme | 235.10 |
| Naval | 769.00 |
| Dolls | 676.20 |
| Lucky Table | 206.99 |
| Quarry Bay | 923.95 |
| Thatched House (Bar) | 136.65 |
| Maypole | 69.93 |
| Cricket Ground Collection | 659.77 |
| Donkey Ride | 4.20 |
| Last Night Rehearsal | 50.05 |
| Donation from Sir Robert Ho Tung | 200.00 |
| Donation from Mrs. Winslow | 15.00 |
| Total | \$10,393.91 |

Hon. Treasurer & Secretary
EDITH LEWIS.

ANNUAL FINANCIAL STATEMENT: 1920.

| | |
|--|-------------|
| Balance in hand at end of Financial Year | \$ 391.99 |
| Proceeds of Victoria Bazaar | 83.86 |
| Donation Hon. Mr. Holyoak | 100. |
| From Proceeds of Annual Bazaar | 10,393.91 |
| Total | \$10,879.76 |

| | |
|--|-------------|
| By Balance | \$10,481.53 |
| Working Expenses during year | |
| Advertising and other expenses in connection with Bazaar | \$ 398.23 |
| Balance in hand | 10,481.53 |

| | |
|--------------------------|--------|
| Proposed Allocation:— | |
| Local Funds:— | |
| French Convent | \$ 100 |
| Italian Convent | 150 |
| Netherlands Hospital | 800 |
| L.M.S. Training House | 200 |
| Baxter Mission | 400 |
| Village School Fund | 600 |
| Diocesan Girls School | 500 |
| Fairies | 200 |
| C.M.S. Victoria House | 1,000 |
| Blind and Foundling Home | 1,000 |

SALE OF ROSES.

Collectors and Total Receipts.

The following are the names of the ladies who took part in yesterday's sale of roses on behalf of the Society of St. Vincent de Paul:—Miss O. Xavier, Mrs. O'Sullivan, Mrs. Wilson, Mrs. Willis, Miss Scanlan, Miss Annie Dillon, Miss Doris Dillon, Miss Agnes Dillon, Mrs. Nicol, Miss Daphne Nicol, Miss Gladys de Souza, Miss Julia Gardner, Miss Irene Ozorio, Miss A. Gutierrez, Mrs. Hazelock Davis, M. Law, Mrs. Jessel, Mrs. Corsan, Mrs. Edwards, Miss Gibson, Mrs. Bagnall, Mrs. Vining, Mrs. Hunt, Mrs. Benson, Miss Hetty Noronha, Mrs. Minnie Noronha, Mrs. Summers, Miss Hortensia J. ge, Miss Annie Urquhart, M. Grout, Miss Idalina Remes, Miss Molly d'Almada e Castro, Miss Angela da Luz, Miss Elsa Alves, Miss Dolly Hanson, Miss Betty Steele, Miss Betty Pearson, Miss Patsy Hynes and Miss Aileen Hynes.

The amounts collected in the various tins were:—

| Tin No. | |
|---------|------------------|
| 1 | \$68.70 |
| 2 | |
| 41 | 210.55 |
| 18 | |
| 3 | 89.75 |
| 401 | |
| 4 | 52.00 |
| 5 | 98.71 |
| 6 | 46.35 |
| 7 | 44.53 |
| 8 | 12.80 |
| 9 | 13.55 |
| 10 | 38.91 |
| 11 | 34.74 |
| 12 | 85.45 |
| 13 | 101.43 |
| 14 | 64.15 |
| 15 | 61.70 |
| 16 | 86.51 |
| 17 | (To be returned) |
| 19 | (To be returned) |
| 20 | 94.60 |
| 21 | (To be returned) |
| 22 | 69.85 |
| 23 | 19.20 |
| 24 | (To be returned) |
| 25 | 15.01 |
| 26 | 177.40 |
| 27 | 59.50 |
| 28 | 93.51 |
| 29 | 121.03 |
| 30 | 132.58 |
| 42 | |
| 31 | 48.67 |
| 32 | 48.40 |
| 33 | 73.33 |
| 34 | 51.90 |
| 35 | 54.44 |
| 36 | 20.05 |
| 37 | 27.35 |
| 38 | 17.53 |
| 39 | 21.25 |
| Total | \$2,259.47. |

Tins Nos. 17, 19, 21 and 24 could not be returned before the depot in the King Edward Hotel closed down. It is expected that the total receipts will be about \$2,500.

The Committee desire to thank the ladies who assisted in the sale and who all worked so very enthusiastically during the whole forenoon. The Committee's thanks are also due to Mr. Witcheil, Manager of the King Edward Hotel, for kindly granting the use of the Hotel lounge as a central depot, and to Mr. T. E. Pearce for the loan of 50 flower baskets.

| | |
|----------------------------|-------------|
| Funds in British Isles:— | |
| M. C. L. Cot at Otter-shaw | 2,000 |
| Trafalgar Home for Orphans | 1,000 |
| Merchant Service Guild | 1,000 |
| Royal Soldiers Daughters | 1,000 |
| Orphan Homes of Scotland | 300 |
| Total | \$10,250.00 |

| | |
|--|-------------|
| Balance to be carried forward to next year's account | 231.53 |
| Total | \$10,481.53 |

QUEEN'S ROAD FIRE.

Heavy Damage Sustained.

Further details of the fire at Queen's Road West yesterday show that the outbreak was caused by the setting fire accidentally to a quantity of cinema films as they were being sorted out by a foki of the shop occupying the first floor of No. 175. From there the fire spread to No. 273, which house and No. 275 were completely gutted. The damage extended to the two houses adjacent to these, and the ground floors were also involved. The losses sustained by the two principal buildings are estimated at \$38,000, and were covered by insurance to the extent of \$32,000.

An injured foki was removed to the Government Civil Hospital suffering from severe burns caused when the films flared up.

DECADENCE OF HOME LIFE.

The Charm of the Victorian Era.

The last half century has seen a great change in the habits of the people. In the later years of the Victorian era in particular, home life began to disappear. The family circle, where the links that bound the young people together under the parental roof tree were nightly strengthened, was broken up, and those quiet, serene happy hours vanished never to return, states a writer in a home journal.

It was in a great measure the coming of the modern music hall which was in the first place responsible for the growth of the restless spirit that sent young people abroad. Managers of entertainments grew and multiplied, and in order to fill the treasury some new attraction had to be invented. Thirty or forty years ago in Edinburgh, for instance, there was no such thing as a "place of entertainment," properly so-called, save three theatres, and maybe a couple of circuses at the very most—not always so many—and folks, young and old, spent their evenings at home, except on the rare occasions when they made a great occasion of visiting one or other of these houses.

The evening in the family circle was, more or less, like the "Cranford" parlour, with the crinoline left out and the serenely decorous and genteel air modified by the "yellow back" and the bagatelle board. But it was "home," and there was no desire to set out in search of other pleasures. Indeed, as we have shown, there were none.

Up till the seventies, if not indeed the early eighties, there was in Princes Street, Edinburgh, a relic of the ancient Song and Supper Rooms, but it was only affected by a few "has beens" and by the dashing young men who in their offices mixed seedling powders surreptitiously under the lids of their desks in early forenoon. There was a music hall too of a kind, but it was a "taboo" except to the venturesome boys who were bent on sowing a tremendous harvest of wild oats and who considered themselves young bucks of the highest order.

Then came the theatrical and music hall reformer, the up-to-date restaurant and buffet the roller skating craze, the revues, and finally the picture houses with, the last phase of all, the dancing hall.

To-day home life, as the older generation knew it, hardly exists, and it looks archaic when discovered. Is this better for us all, or is it worse? I know a home were it lingers yet, not in its Victorian sense, but in its most modern guise—more advanced even than revues and picture houses and dancing halls—where the "delight of living is more intense than in patrolling Princes Street or applauding footlight and film favourites, and I often wonder if the restless, discontented, and distraction-loving multitude whose ceaseless footsteps hurry-ing beneath the window fall nightly upon my ear will ever grow weary of their excitement and return to the more satisfying delights that fill my leisure hours.

COXSWIN FINED.

For Careless Navigation.

At the Marine Court this morning, before Commander C. W. Beckwith, R. N., Marine Magistrate, the master of steam launch C1 was charged with failing to observe the rule of the road in the harbour on the 25th ultimo. He pleaded not guilty.

The coxswain of the Chungpo said that on the day in question he was crossing from Yau-mai to Hongkong and when about off Naval Buoy 18 the defendant's launch was steering the same course but astern. He came up farther and crossed ahead when the C1 was practically alongside. She blew one short blast. Witness then stopped.

Mr. D. Brown, a passenger in the Yau-mai ferry, said he saw the C1 launch come up on the starboard side and collide with the ferry, which kept on her course. A blow was struck but no damage was done.

The finding of the Court was as follows:—I find the coxswain of C1 guilty of careless navigation in crossing ahead of the ferry launch Chungpo. I, therefore, considering that there are two previous convictions recorded against this coxswain, fine him \$25, or one month's hard labour and order him to be re-examined before his certificate is returned.

NEW IDEAS WANTED IN AVIATION.

Why the £20,000 Prize is Withheld.

Is there a slump in aviation brainpower? When a Press representative inquired why the Air Ministry's £20,000 award had been withheld, he was told that "lack of new ideas in designs" was the sole reason for keeping back the first prize.

There has been great depression, not only in England but in other countries, in the aviation industry during the past year. France and Italy have held competitions which proved disappointing, and America's commercial aeroplanes are much behind the British planes.

AFTER-WAR DEPRESSION. This depression has been a natural post-war condition. Manufacturers have been buying and converting military machines, instead of constructing and bringing forward new designs.

"Except new wings, such as the Handley Page and Alula wings, there has been nothing very strikingly originality displayed of late; but the military machine supplies are bound to run short, and the outlook for the future of British progress," said an aerial engineer recently, "is much brighter."

"It is only a forecast, but the odds are that the next two years will see cheaper cost of production, and individual effort to create entirely new designs."

TO-DAY'S EXCHANGE.

The closing rate of the dollar on demand, to-day was 3s.4/4d.

THE WEATHER.

2 p.m. Barometer:—29.69, Temperature:—71. Humidity:—88.

LIGHTING-UP TIME.

Lighting-up time to-day is 5.33 p.m.

DONT FORGET.

Today.

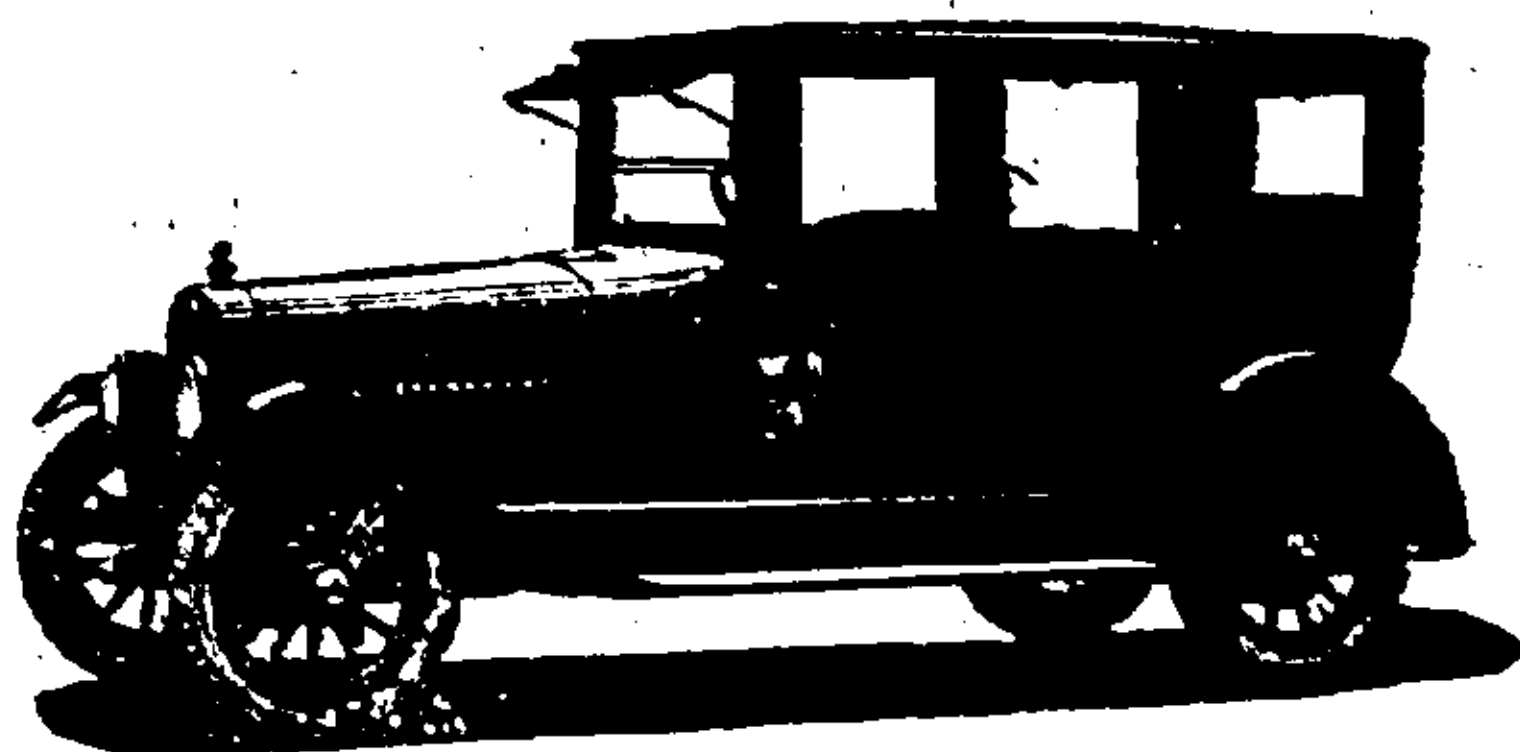
City Hall.—Public meeting to consider erection of European Y.M.C.A. building—5.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

To-morrow.

Coronet Theatre—5.15, and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

ANNOUNCEMENT.

Just Received Shipment of the Famous Hudson and Essex Sedan and Touring Cars.



THE HUDSON SEDAN.

The HUDSON and ESSEX cars are undoubtedly the best for local conditions. Inspection invited. Demonstrations arranged for prospective purchasers.

OPEN & CLOSED CARS FOR HIRE.

TEL. THE DRAGON MOTOR CAR CO. 482
GARAGES IN HONGKONG & KOWLOON.
3552 24, DES VEXES ROAD CENTRAL.

THIS "NEW WORLD."

Not Quite so Nice as the Old.

"Quiz" writes in a Home paper: "Is it a new world?" some people have been asking, pathetically and reproachfully. We were assured that many wonderful things would come to pass with the return of peace. Looking around us, we must admit they are wonderful enough, though not exactly what we bargained for.

The truth is, we have been let down rather badly. Perhaps it was our own fault, perhaps the politicians, who talked so enchantingly of the glorious new Jerusalem that was to be. In the event there is, I fear, more Jericho than Jerusalem.

At any rate, we shall not go about so confidently looking for new worlds next time. They are not to be picked out of the dustbin, or the second-hand dealer's shop, or anywhere else. It is easier, slightly easier, to get a new suit of clothes than to get a new world, and imagine we shall for a goodly procession of years yet find it more expedient to make the best of the world (likewise the suit) we have.

I don't know why, but everyone, excepting only a few ineffectual cynics, was deluded into the belief that we should all be different after the war. Our better selves were to prevail over our worse. Reason and good feeling were to conquer blind instinct and ill-will. As individuals and as nations we were to be like devoted brothers, and never, never were high words to be heard again.

THE WRONG TURNING.
It was a glorious dream, and now we stand at the great awakening, with an ugly look in our eyes and a nasty taste in our mouths. Those better selves of ours seem to have taken the wrong turning, and gone hopelessly astray. Anyhow, they have not arrived.

Therefore do pessimists say that if this is the "new world," so much talked about, give them back the old. Then, at least, a man could without being a millionaire or a Trade Unionist, keep himself respectable, and shod, smoke as much as he liked (even cigars if he felt so inclined), and still have a few halfpence to jingle impressively against one another in his pocket.

Looking over the grim chasm of the last six years, we see that glorious pre-war period as a time when things were fixed and calculable. We knew definitely where we stood. Men and money and the things of life had a specific value according to standards well-known and generally accepted.

Now everything has been in the melting pot, and come out marvelously changed. Society is in a state of flux, and what shape it will eventually assume no one knows.

And that is our new world! It is, of course, the old one masquerading in monstrous disguise. At a time when it should be settling down to a calm, decorous middle age it has begun sowing its wild oats again, and those oats are plentifully mixed with tares.

The wide of war has gone to our heads, and for the time being we are not responsible for our actions. We need a policeman to take us home and a wife to put us to bed, with appropriate admonition reserved for the next morning.

NO ONE TO GUIDE US.

Unfortunately, however, though one has often heard of "the world and his wife," our better half seems to have deserted us in favour of some other planet, and we have no one to guide us. The world is a miserable grass widow, looking awestruck at the pretty tangle into which its domestic affairs have got, with six years dishes to wash, half a dozen war babies to hold, and no one willing to wash or hold them. And anon we think of the days that were, those grand days before the great burst up. How fortunate we were, though we knew it not. How happy and contented we should have been, though in reality we were not. Could we but be transported back to that joyous time, what good little children would we be, each going merrily about his business, and never pulling one another's noses or kicking one another's shins.

But, alas! it is not to be. There is to be no more 1913 for us. Instead, we shall have to treat with shaky limbs and aching heads a long dark vista of 1920's, the ghosts of the past ever darting with cruel mockery across our path, and the imps of an uncertain future leeringly calling us on.

Truly our new world is no joke. With great expectations we hunk up our stockings, and we have got a juggernaut. I suppose we shall just have to make the best of it. Since there is no one to take it and us in hand, we shall have to do the job for ourselves. And the sooner we get busy the better. We have waited a little too long already, hoping that someone would wave a wand or the politicians produce their new Jerusalem. Waiting will not bring it; let us try a little more work!

WISDOM IN BRIEF.
Failure doesn't matter much as long as we don't make the same mistake twice.—Mr. Selfridge.

CARPENTIER'S WIN.

How He Beat Levinsky.

Carpentier fought Levinsky in an open-air arena in the Jersey City baseball park, which was lit up by great arc lamps.

Seats in the boxes were \$6 each. Seats in the grandstands surrounding the arena which were about 200 ft. outside the ring, were 8s. each.

Only a handful of women were present, perhaps because members of the International Sporting Club, which promoted the bout, were not permitted to bring ladies.

It put the spectators in a fine mood when the leather-lunged announcer shouted, "I ask you to welcome the pugilistic marvel of the Old World, the hero of France, Georges Carpentier."

The band played the "Marseillaise," the 30,000 spectators stood uncovered, and hummed the tune because they did not know the words, and then cheered Carpentier.

Levinsky was hailed as "the world's lightweight-weight champion, for which title this fight is held."

Carpentier went into the ring weakened by three days' illness, during which he had eaten nothing and lost 3 lb.

His paleness vanished when he went into action, but he never lost the smile he wore when he first entered the ring.

It looked like a knock out in the second round, when Carpentier's lightning right reached Levinsky's jaw and sent him down.

Referee Ertle was slow in starting the count, first pushing back Carpentier. Then at the count 9, Levinsky slowly rose to his feet. Some watches showed that he had been down nearly 15 seconds.

In the second round Levinsky was downed twice, the first time quickly rising to his knee for the count, and the second time only slouching.

When Levinsky appeared refreshed in the third round some people began to believe that Carpentier had lost his chance for a knock-out.

But there was a different story in the fourth round.

At the bell Carpentier leaped from his corner, and launched an overhand right. It missed, but before Levinsky could resume the defence, Carpentier shot repeated lefts and rights to Levinsky's unprotected jaw. Levinsky wobbled, and Carpentier dashed in a right cross-blow. Levinsky sank limp and unconscious. Levinsky weighed 175 lb. and Carpentier 170 lb.

GERMAN DUMPING.

Effect of the Exchange Rate.

Manufacturing opticians in the Old Country are feeling the effect of German competition. It is asserted that, by taking advantage of the current rate of exchange, German makers are offering prism binoculars and other instruments at less than the cost of manufacture in this country.

As the binoculars are offered in large quantities, two recent propositions put forward by agents on behalf of German principals having been concerned with 15,999 pairs in one case and 9,000 pairs in another, it is believed that a deliberate attempt is being made to strangle an industry which during the war was carefully and successfully developed in Great Britain.

Microscopes are also being offered, and sold to the detriment of the English makers, but up to the present the Germans have not succeeded in getting back with their camera lenses, partly because there is no great demand for these separate from cameras.

It is asserted that the quality and finish of the German goods show a decided deterioration on the pre-war standard, and their chief appeal to the purchaser is that of cheapness. But, for the operation of the exchange British manufacturers feel they could win "hands down" in competition for the market.

THE 37th ANNUAL AL FRESCO FETE OF THE SOCIETY OF ST. VINCENT DE PAUL

will be held in the compound of the CATHOLIC CATHEDRAL and the Playground of the OLD ST. JOSEPH'S COLLEGE

ON SUNDAY, 5th December, 1920 From 8.30 to 11.30 p.m.

Under the Distinguished Patronage of HIS EXCELLENCY THE GOVERNOR AND LADY STUBBS. H.E. Vice-Admiral Sir A. L. Duff, K.C.B. H.E. Major-General F. Ventris, C.B. Commodore W. Bowden-Smith, C.B.E.

Admission - - - \$1 Soldiers and Sailors in uniform admitted free. Each ticket of admission entitles the holder to a souvenir.

In the afternoon from 2.30 to 6.30 p.m. several Stalls will be open, and amusements specially suitable for Children will be provided. Tea and Refreshments will be obtainable. Admission free. The Band of the Wiltshire Regiment will play during the afternoon.

The Grounds will be brilliantly illuminated in the Evening. The Bands of the WILTSHIRE REGIMENT and the "SOCIEDADA PHILARMONICA" will play between 8.30 and 11.30 p.m.

SOME FEATURES OF THE FETE:

Grand Concert by Well-known Hongkong Amateurs. Tea Room, Refreshment Room, Chute, Fishing Pond, Lucky Wheel, Aunt Sally, Electric Shooting Gallery, Lucky Dip, Straining the Bolshevik, Quoits, &c. &c.

FARM YARD AND STORE:

Come and Win Your Turkeys and Geese for Christmas SEVERAL RAFFLES WITH VALUABLE PRIZES Including a New Oakland Five-seater Motor Car VALUE \$3,000.

Tickets for which may be obtained from Mr. L. A. Barton, Messrs. W. G. Humphreys & Co.

"NO WORK OF CHARITY IS FOREIGN TO THE SOCIETY" COME AND HELP HONGKONG'S POOR

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD

APPLICATION has been made to the Directors of this Company to issue to FRED ELLIS of Ice House Street, Victoria Hongkong a Duplicate Certificate or Certificates of the undermentioned 300 (Three hundred) Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that under circumstances amounting to larceny or false pretences, the original Certificates have been lost possession of.

| Certificate No. | Dated | No. of Shares | Share Numbers | Present registered Proprietors |
|-----------------|----------|---------------|--------------------------|---|
| 7017 | 9.2.17 | 50 | Nos. 29361 to 29350 inc. | Hon. Sir C. P. Chater, Kt., C.M.G. |
| 7599 | 15.4.19 | 50 | 37084 to 37133 | M. S. Sassoon, Esq. |
| 8538 | 2.3.20 | 100 | 42869 to 42968 | Li Chok Yuen, Esq. |
| 8910 | 15.8.10 | 29 | 1251 to 1275 | S. Fenwick, Esq. |
| | | 29 | 18256 to 18259 | S. Fenwick, Esq. |
| 5911 | 15.8.10 | 29 | 59089 to 59117 | H. H. Fenwick Esq. |
| 7734 | 1.5.19 | 9 | 64757 to 64765 | S. Fenwick, Esq. |
| 5411 | 26.1.20 | 5 | 71841 to 71845 | R. Mitchell, Esq. |
| 6505 | 15.10.14 | 15 | 44670 to 44684 | Mrs. E. C. Champernowne |
| | | | | Messrs. P. F. H. Hodge and A. F. Harris |
| 7759 | 1.5.19 | 4 | 66739 to 66742 | H. H. Fenwick, Esq. |
| 7755 | 1.5.19 | 9 | 64766 to 74774 | H. H. Fenwick, Esq. |

300

AND NOTICE IS HEREBY GIVEN that if within THIRTY DAYS from the date hereof no claim or representation in respect of such Original Certificates is made to the Directors they will then proceed to deal with such application for a duplicate or other new Certificate or Certificates.

By Order of the Board of Directors.
W. S. BROWN,
Secretary.

Hongkong, 9th November, 1920.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"VICTORIA" December 5th

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.
Agents.

113, Connaught Road Central.

THE SHELL TRANSPORT & TRADING CO., LTD.

An Interim Dividend of 2/- per ordinary share free of Income Tax has been declared on account of the year 1920. It is payable in London on the 5th January, next. Coupon No. 36.

FOR THE ASIATIC PETROLEUM CO. (S.S.) LTD.
(Signed) W. H. BELL.

LESSON IN CHINESE.

MR. LI HON FAY a Chinese graduate, versed in literature, has been a teacher to European officials and merchants in this colony for over twenty years. He has a good method of training Europeans to pass in the Chinese examination and is possessed of first rate certificates as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka. Those who intend learning the Chinese language are requested to write to No. 122 Queen's Road, Central, 2nd floor.

NEW ADVERTISEMENTS.

G. R. NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 6th day of December, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at the junction of Queen's Road Central and Pedder Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 75 years.

PARTICULARS OF THE LOT.

| Boundary Measurements | Area in Acres | Area in Square Feet |
|-----------------------|---------------|---------------------|
| N S E W | | |
| As per plan | 0.129 | 5,576 |
| Area in Acres | 0.129 | 5,576 |

THEATRE ROYAL HONGKONG.

Commencing Monday, 6th December, at 9.15 p.m.

THE WARWICK COMEDY COMPANY.

In a repertoire of recent London successes. Presented by a distinguished cast.

MONDAY, Dec. 6th.—Douglas Murray's Recent Success, "UNCLE NED."

TUESDAY, Dec. 7th.—H. V. Esmond's Delightful Comedy.

"THE LAW DIVINE." From Wyndham's Theatre.

WEDNESDAY, Dec. 8th.—Horace Annersley Vachell's powerful play, "THE CASE OF LADY CAMBER."

From the Strand Theatre.

THURSDAY, Dec. 9th.—Hubert Henry Davies' Witty Satire, "DOORMATS."

From the Globe Theatre.

FRIDAY, Dec. 10th.—H. V. Esmond's Charming Comedy of Youth, "WHEN WE WERE TWENTY-ONE."

From the Criterion Theatre.

SATURDAY, Dec. 11th.—The Roaring Farce Comedy, "ELIZA COMES TO STAY."

From the Criterion Theatre.

MONDAY, Dec. 13th.—Hubert Henry Davies' Successful Comedy, "CAPTAIN DREW."

From the Savoy Theatre.

TUESDAY, Dec. 14th.—Oscar Wilde's Satirical Masterpiece, "A WOMAN OF NO IMPORTANCE."

Plans at MOUTRIE'S. Book well in advance.

THE CHINA SPECIE BANK LTD.

HEAD OFFICE:

St. George's Building, Hongkong. Chairman of Board of Directors Mr. Wong Shiu Ham

Chief Manager—Mr. L. S. Holm Asst. Manager—Mr. K. T. Wong

Foreign exchange and general banking business transacted. Current, Savings, and Fixed deposits bear interests at rates 2%, 4%, and 5% respectively.

L. S. HOLM, Chief Manager.

WANTED.

WANTED.—Englishman seeks position of trust, any capacity Twenty-five years' experience Shipping and Commercial work. Temperance man. First class credentials. Open to accept offer after December 10th. Apply Box 473 c/o "Hongkong Telegraph."

WANTED.—Ship's Doctors apply P.O. Box 411.

WANTED.—Typist and Stenographer for general office work. Apply to Post Office Box 60B.

WANTED.—Immediately, for a local Shipping Office. Competent Lady Typist and Stenographer with some experience of General Office work. Apply Box 471 c/o "Hongkong Telegraph."

HONGKONG WAR MEMORIAL

The Hongkong War Memorial Committee, invite Architects and Designers to submit designs in Competition for a Memorial to be erected on the site adjoining Royal Square, opposite the Hongkong Club.

Intending Competitors, who must be British Subjects resident in the Colony, should apply to the undersigned at the General Post Office, not later than the 31st. of December 1920 for full particulars and conditions.

M. J. BREEN, Hon. Secretary. Hongkong War Memorial Committee.

NOTICE.

The INDUSTRIAL INSTITUTION FOR BLIND will hold their Annual Sale of Work on Friday, 3rd. Dec. at the Helena May Institute. Open 9 a.m.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 9th Dec., 1920, commencing at 10.30 p.m. at No. 18 Godown of the Hongkong & Kowloon Wharf & Godown Co. Ltd., Kowloon

152 coils Wire
1 case Copper Pipes
82 Galvanized Pipes
1 case Magnetos
5 casks Steel Springs
10 Iron Plates

Also
A Large Quantity of Flat, Round and Square Bar Iron, Old Brass and copper sheets, Iron pipes, Bolts and nuts etc.

And
A Large Quantity of Miscellaneous Goods

Terms: Cash on delivery.

LAMMERT BROS., Auctioneer.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 3rd. Dec. 1920, commencing at 11 a.m. at their Sales Rooms, Duddell Street

A Large Selection of Fine Cut Glass Ware

Comprising:—
BOWLS & VASES in various designs and sizes, DISHES, CENTRE - PIECES, DECANTERS, SCENT BOTTLES, JUGS, TA. KARDS, CREAM JUGS, SUGAR BOWLS & DISHES (coloured).

Also
A Few Fancy Electric Table Lamps

On view from Wednesday, the 1st. December.

Terms: Cash on delivery.

LAMMERT BROS., Auctioneers.

FOR SALE.

MILNER'S SAFES

APPLY TO

LAMMERT BROS., Duddell Street.

Big

The elder brother of the WESTCLOX family who ALARM the world.

Ben

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

| (Direct) | | |
|-----------|-----------|-----------------------------|
| "THESEUS" | 7th Dec. | London, Amsterdam & Antwerp |
| "PYRRHUS" | 21st Dec. | London, Amsterdam & Antwerp |
| "RHESUS" | 4th Jan. | London, Amsterdam & Hamburg |
| "MACHAON" | 11th Jan. | London, Amsterdam & Antwerp |
| "OANFA" | 25th Jan. | London, Amsterdam & Hamburg |

LIVERPOOL SERVICE

(Direct or via Continental Ports)

| (Direct or via Continental Ports) | | |
|-----------------------------------|-----------|-------------------------------|
| "TELEMACHUS" | 10th Dec. | Havre & Liverpool |
| "ORESTES" | 22nd Dec. | Liverpool |
| "DEMODOCUS" | 24th Dec. | Genna, Liverpool & Glasgow |
| "ALCINOUS" | 3rd Jan. | Marseilles, Havre & Liverpool |

PACIFIC SERVICE

(via Kobe and Yokohama)

| (via Kobe and Yokohama) | | |
|-------------------------|-----------|---|
| "TALTHYBIUS" | 7th Dec. | Victoria, Seattle, Tacoma and Vancouver |
| "TYNDAROS" | 30th Dec. | |
| "TEUCER" | 1st Feb. | |

NEW YORK SERVICE

(via Suez or Panama)

| (via Suez or Panama) | | |
|----------------------|--------------|--|
| "TYDEUS" | 13th January | |

HOMeward PASSENGER SERVICE

| "PYRRHUS" | 21st December | for London direct |
|-------------|---------------|----------------------|
| "ANCHISES" | 1st February | for Liverpool direct |
| "MENOR" | 22nd February | for London direct |
| "TEIRESIAS" | 1st March | for London direct |

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship
"CITY OF SPOKANE"

having arrived from Seattle via ports, on 2nd December, consignees are hereby notified that their cargo is being landed at their risk into the Godowns and or Extra-Hazardous Godowns of The Hon Shan Godown Co., 15 & 17 Kennedy Town, Praya, Hongkong, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 8th inst. by the Civil Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after 8th inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.,
United States Shipping Board
Emergency Fleet Corporation

Managing Agents.

THE ADMIRAL LINE.

5th Floor Hotel Mansions.

Hongkong, 2nd December, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S. S. "TOKUYO MARU"

From SAN FRANCISCO via

HONOLULU, JAPAN PORTS.

The above named Steamer having arrived, on Tuesday, the 30th Nov. 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Tuesday the 7th December, 1920.

All broken, chafed and damaged packages will be landed into the company's Godowns, where same will be examined on Friday the 10th December, 1920, at 11 a.m.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,

Manager.

Hongkong, 30th November, 1920.

W. S. BAILEY
& CO., LTD.ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for

"KELVIN MOTORS"

Motors from 12 H.P. to 50 H.P. now in stock also spare parts.

Works ... Tel. K.21.
Manager ... K.329.
Secretary ... K.369.
Harbour Engineer ... K.24.
Telegrams "SEYBOURNE"

CONSIGNEES.

INDO-CHINA STEAM
NAVIGATION CO. LTD.

NOTICE TO CONSIGNEES.

From PENANG & SINGAPORE.

The Steamship

"FOOSHING"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and from the wharves, delivery may be obtained.

Goods not cleared by the 2nd prox. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON
& CO. LTD.
General Managers.
Hongkong, 26th November, 1919.

WATER RETURN.

Level and Storage of water in
Reservoirs on Nov. 1, 1920.

| CITY AND HILL DISTRICT WATER WORKS LEVEL. | | |
|---|--------|--------|
| 1st Reservoir | 217.00 | 217.00 |
| 2nd Reservoir | 217.00 | 217.00 |
| 3rd Reservoir | 217.00 | 217.00 |
| 4th Reservoir | 217.00 | 217.00 |
| 5th Reservoir | 217.00 | 217.00 |
| 6th Reservoir | 217.00 | 217.00 |
| 7th Reservoir | 217.00 | 217.00 |
| 8th Reservoir | 217.00 | 217.00 |
| 9th Reservoir | 217.00 | 217.00 |
| 10th Reservoir | 217.00 | 217.00 |

KOWLOON WATERWORKS LEVEL.

Consumption of water in the City and Hill District during the month of Nov.

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AIR-MAILS AND NIGHT
FLYING.

Sir F. Sykes's Forecast.

Major-General Sir F. H. Sykes, Controller-General of Civil Aviation, delivered a lecture on civil aviation arranged by the Royal Aeronautical Society at the Royal Society of Arts recently. Mr. Illingworth, Postmaster-General, presided.

Sir Frederick Sykes said that commercial aviation could not be fostered merely as a reserve for the country's air forces. Its test must be that of commercial success. Civil aircraft were of great use in the high-speed carriage of passengers, mails, small valuable goods, and for sundry purposes, such as mapping and survey work, but mails—at all events for the time being—were the basis upon which commercial aviation, both from the constructional and transport sides, must develop. There were as yet no internal air services in the United Kingdom, chiefly on account of the comparatively short distances to be covered, the excellence of existing communications, and the uncertainty of meteorological conditions. He believed, however, that Messrs. Boardmore intended to start an experimental service between London and Glasgow in the near future. He hoped that this venture would succeed and be the precursor of further air lines in this country.

Having outlined the growth and present position of air mail passenger and goods services in the British Empire and throughout the world, Sir Frederick Sykes said the services so far inaugurated were still in an experimental stage, and their capacity to produce an adequate return for capital expenditure could only be realized by continual improvements. Their watchwords must be safety and reliability. The root of the commercial air transport problem was to discover the best compromise between speed and weight-carrying capacity. Besides the improvement of wing design, they must continue to give deep consideration to the development of some form of helicopter. Other factors making for safety, reliability, and regularity were the timely issue of weather forecasts, devices for "direction finding" by wireless in cloudy or misty weather, and the humblemaintenance—the efficiency of the pilot and ground engineer.

Types of aircraft which were of particular importance to us as an island State were the seaplane, flying-boat, and especially the amphibian. A problem of considerable difficulty was the ground organisation for night flying. As soon as night flying was practicable, the flying capacity of the aeroplane would be doubled. Speed must be paid for, and for some time to come the charges for air transport must be higher than those for other forms of transport. The present charges were undoubtedly high, and it was an open question whether commercial services would materially increase the volume of goods and passengers carried until a reduction in price could be effected. A severe handicap to the reduction of rates was the rising price of petrol fuel, and a fuel must be discovered which gave the least chance of inflammability in itself and in its installation and the greatest power for the smallest possible consumption and least load. It was quite possible that they might eventually have to replace the petrol by the steam engine.

DEVELOPMENT OF AIR-MAILS.
Aircraft had revolutionized the speed of intercommunication by letter. They should approach the question by considering not what mails could, but what mails could not, be carried by air. The

area of the British Isles was not very favourable as an extensive air mail service which could only be operated by day. On the air services to the Continent, on the other hand, a great saving in time was effected, and he would like to see a very material increase in the amount of mails thus carried, with the ultimate result of the carriage of all mails by the certified Continental air services at normal rates.

In urging the establishment of air services with these islands they must face the fact that commercial aviation could not enter into competition by day only with an efficient day and night express railway service, though possible exceptions might include amphibian services between London and Dublin or between Glasgow and Belfast. The position was different on the Continent. The insular position of the United Kingdom was by no means unfavourable to the establishment of air services to the Continent. From the Imperial point of view, England was detached either by the ocean or foreign territory from the nearest Dominion or possession. In the one case the range was too great for aeroplanes and in the other they were dependent on foreign landing grounds. The key-routes were those from England to Egypt, and from Egypt to India, and they should see whether the airship was capable of running a commercial day and night service on the former. Even if the airship were successful, they should still develop the long distance weight-carrying aeroplane, capable of carrying economically 50 to 100 passengers or their equivalent, and undertaking the trans-Mediterranean journey, with Malta as a stopping place. The onus of linking up the Empire by air must rest upon Great Britain alone. Each Dominion or colony must form its own nucleus of air development.

Lord Montagu of Beauchamp expressed the hope that the Postmaster-General would do what he could to encourage civil aviation, because it was to his department they must mainly look for assistance at the present time. Every development of this kind must get State assistance at the beginning. He hoped that the impression held in some quarters that aviation was going back would be corrected.

Mr. Handley Page said that, although 7,000 odd letters were carried by air in the month of

August, that only in ant about 400 per day, and from the point of view of the transport company that was not a very remunerative undertaking. He rather disagreed with the view taken by Sir Frederick Sykes with regard to the carriage of mails. Every passenger carried represented 180lb., while a letter only weighed about half an ounce or one ounce. The question was largely one of the balance-sheet. In his view the opportunities for the development of air transport were not so great here as they were in the United States and Continental countries. It would really be better for an English company to establish its headquarters on the Continent. He thought some inducement should be given to transport companies to stay in this country.

Mr. Illingworth said that he could not quite agree with Sir Frederick Sykes when he said that the future of civil aviation would depend upon mails. He thought they would always be a very auxiliary sort of cargo for both aeroplanes or airships. Those machines would mainly depend on the carriage of goods and passengers. However, he was glad the air mails were getting more regular and reliable. He did not believe that it would be in the interests of civil aviation that it should be looked after by the Government. From his experience of Government control he thought it was the quickest and surest road to bankruptcy.

IN MEMORY OF AMIENS.

To commemorate the co-operation of the British with the French Army at the Battle of Amiens in August 1918, a French infantry flag has been presented to the Imperial War Museum at the Office of Works, Storey's Gate, London. The flag, a replica of the standard of the famous 61st Regiment of the French 42nd Division, was embroidered by the wives of officers and non-commissioned officers of the regiment, and will be exhibited with the 75 millimetre gun already deposited by the French War Office at the Crystal Palace. Sir Wilfrid Mond accepted the flag at the hands of General Viscount De La Paouze, the French Military Attaché with whom was Colonel Marie, of the 61st Regiment.

GIFT TO EARL HAIG.

Border Lance and Pennon.

Earl Haig was the central figure in a quaint old world ceremony at St. Boswells recently when he was presented with a Border lance and pennon, subscribed for by men and women of the Borders.

The presentation took place on the green of the little village in the presence of a large and distinguished gathering.

In presenting the lance and pennon, the Duke of Buccleuch said the Borderers had gathered together to do honour to the greatest commander and the most brilliant general that Scotland had ever seen, and to render homage to one who had saved his country.

In reply Earl Haig said he was indeed very grateful for the signal honour which had been conferred upon him. If the days had gone by when the Scots raided the South with spear and sword across the Border he hoped he might still carry the pennon in knightly fashion.

TRIBUTE TO BORDER

REGIMENTS.

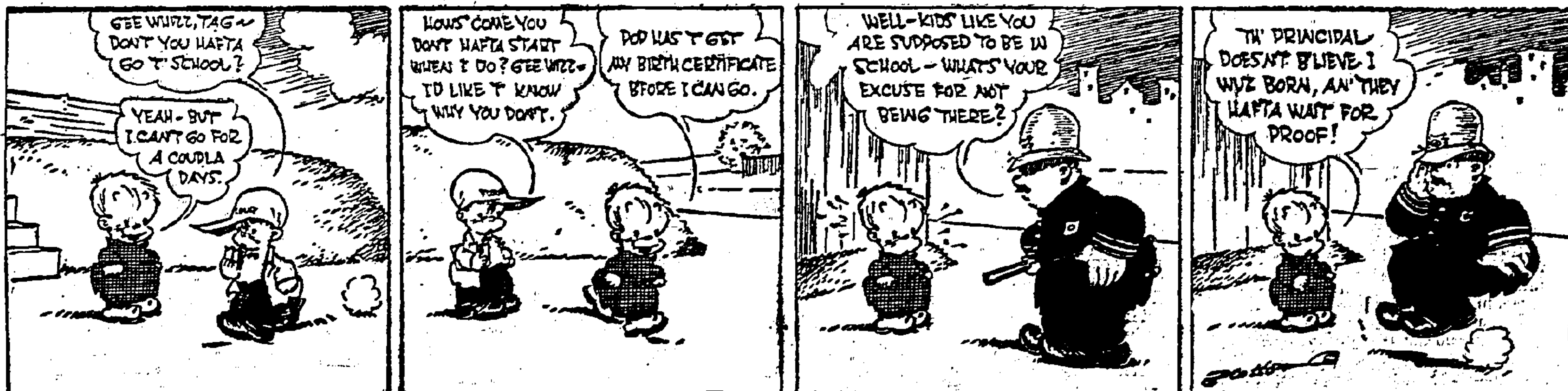
If the men whose ancestors in days gone by carried fire and sword to the gates of York had now become the King's Own Scottish Borderers, they had not lost anything of the old warlike spirit. The 52nd Lowland Division won for itself a great reputation in France, and they won it worthily as all who remembered their gallant action about Caen in the storming of the Drocourt-Caen line in September 1918 could bear witness. (Cheers.) There in the Border he could do on less than thank the Border Regiments from his heart for the splendid support they gave him during the war. Especially in the neighbourhood of Galahais he thanked the 4th Battalion of the King's Own Scottish Borderers. (Cheers.) What he was most anxious to make sure of now, Earl Haig proceeded, was that men of all ranks who fought so gallantly and well were now getting a fair share of what their courage and suffering had bought. (Cheers.)

Earl Haig afterwards laid the foundation stone of a group of four cottages which are being built by the Scottish Veterans' Garden City Association.

FRECKLES AND HIS FRIENDS

He Can Prove He Isn't Still in Heaven!

BY BLOSSER



THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES.
CAREFUL DRIVERS.
TELEPHONE: 977.

BEACON
SHOES

with
Leather
Soles
or
Neolin
Soles
that
Nerve Saving Quality
with
O'Sullivan's Heels.
Factory attached in the interest of Economy.
SOLE AGENTS:
YEE SANG FAT CO.
HONGKONG.

NAPOLEONS IN A NIGHT.

The Personal Element in Labour Troubles.

Mr. Archibald Taylor, writes in a Home paper as follows:—
To what extent does the personality of the Labour leader enter into industrial trouble? If we are to get a correct appreciation of the causes of unrest, this is a question we cannot ignore. Yet little is said of it, and in the millions of words that have made up the reports of industrial inquiries and Commissions, very few have had to do with the big personal factor which is ever present in human affairs.

"If I remain long without doing anything, I am done," said Napoleon. "Fame chases him in this great Babylon." Napoleon knew himself, he was not ashamed to confess his weaknesses and to reveal his motives, and one wonders how many Labour leaders if they were frank would make a similar admission.

Love of the limelight is not confined to actors and actresses. Most people have it; indeed, those who have it are so rare as to be noteworthy. Would it be wicked to suggest that some of our Labour leaders love the limelight?

ULTERIOR MOTIVES.
Another characteristic equally as rare as dislike of the limelight is pure altruism. The men who work solely and entirely for the good of others, without thought of personal gain or personal advancement, are very, very few. Do all our Labour leaders come of that saintly class?

It is, therefore, just to assume that some, and probably the majority, of those who command the workers feel the necessity for activity, that they love the limelight, and that they are not always animated by pure affection for the proletariat.

Given the limelight, good, generous beams of it, their task is easy.

When our bread, our coal, our means of transport or anything else of vital importance is threatened by a strike, and we see in our newspapers a picture of Mr. Wellfed leaving Downing Street after a conference with the masters, are we to say—

"Here is Mr. Wellfed, whose love of mankind has brought him to the head of the Coke-breakers' Union, who, feeling for the acute hardships of the coke-breakers and their wives, is obliged to threaten the

coke-owners with a strike." And are we to be thrilled by the nobility of his character?

Obviously such sentiments are not.

In most instances we should be right, I think, in remarking:—
"Here's that fellow Wellfed again—forced himself to the forefront originally by soap-box oratory and P.S.A. discussions—trifling with all the publicity given to Mrs. Bamberger and Mr. Smillie, and a bit anxious about the security of his job, on which Brazenlungs, his assistant, is said to have designs—so he's kicking up another fuss and claiming his share of the limelight."

A GREAT TEMPTATION.
Human nature being what it is, these are the motives that must inevitably underlie much of the trouble with which we have to contend, and the official reason for a strike may be no more the real reason than the life of an archduke was the reason why William Hohenzollern caused the war.

The leader of a union of respectable proportions has always a number of grievances and demands under negotiation, and he can generally produce a crisis at the shortest notice. Should things go ill with him, should criticism in the ranks be shaking his pedestal, should a young revolutionary be capturing the popularity that was his, should some other Labour leader be getting all the lime-light, why, then, he whisks out the papers about the man who was sacked for loafing at Loughborough, and in a few days his name is in everyone's mouth and his photograph in most newspapers. The nonentity of yesterday is the Napoleon of this morning.

Such a flight to fame would tempt men of finer calibre than our Labour leaders. If a commercial man, a lawyer, or a journalist could get such publicity it might mean his fortune. How much more does it mean to the Labour leader who sells neither goods nor skill, but who even in his most unselfish moments, is living by his wits?

Were a board of honest, impartial men of the world to investigate this side of the question, we might get close to the truth of much of our Labour trouble. In any event it would remove the angel's wings with which some of the leaders have been fitted by their worshippers, and make them a little less priggish.

THE CALIFORNIA LAND QUESTION.

Attitude of American Churches.

The Christian attitude on the California-Japanese Question is set forth in a statement issued from New York by the Commission on Relations with the Orient of the Federal Council of the Churches of Christ in America. The statement is signed by the members of the Commission, many of whom are well known in Japan. The following is the statement in full as received by Kokusai.

"Japan and California are both intensely aroused over the problems, discussions and political programmes connected with the presence of Japanese in California. This Commission was established by the Federal Council in 1914, in order to examine the entire question of American relations with Asia and Asiatics from the standpoint of Christian principles with a view to promoting a solution in accord with these principles. For six years it has been steadily dealing with this problem.

"I. It is pertinent, therefore, for this Commission to call upon all men of goodwill both in America and Japan:—

"A. To refuse to be stampeded into precipitate action by the vociferous propaganda politicians who appeal to race prejudice and strive to arouse mob feeling.

"B. To urge that all the facts be taken into consideration. Partisan statements of any group are to be discounted.

"C. To await the results of the Conference of their responsible representatives in Washington and Tokyo.

"II. To Americans this Commission would state:—

"A. While the local stress of the Japanese problem in California is not easily appreciated by States not similarly affected, we should all remember that the question has international aspects of the gravest import, in which the whole nation has a right to be heard. California's legitimate ends can best be secured through Washington. We therefore urge California to work out its local problem in the closest co-operation with the Department of State. Any other method is bound, sooner or later, to involve our country in international complications.

"B. Only patient exercise of the principles of honour, justice and fair-play between nations and races can afford any real or permanent solution to a confessedly difficult problem. We wish to urge every effort to avoid humiliating race-discriminatory laws which will only aggravate the situation.

"C. The victory of the growing liberal movement in Japan, which has been battling valiantly against a long dominant arbitrary military bureaucracy, is essential, if Japan is to enter into right relations with the rest of the world. Yet that victory is endangered by unjust anti-Japanese agitation and legislation in America.

"D. Americans should keep clearly in mind certain important facts. The total population of California, for instance, has increased in ten years by 1,048,937, while the Japanese population has increased about 33,500 chiefly by births. This is 3.6 per cent. of the whole increase. The entire Japanese population in California (approximately 80,000) is but 2.3 per cent. of the whole population. Out of 11,389,894 acres under cultivation, Japanese own 74,769 acres, which is six-tenths of one per cent. (0.06). They also cultivate on lease or crop-contract 383,287 acres, which is 3.3 per cent. As for Japanese births in California in 1917 they numbered 4,108 to 47,313 whites, or 8.7 per cent. Such facts do not warrant the assertions of agitators.

"III. To Japanese the Commission would state:—

"A. The great body of citizens throughout the United States, particularly those in the Churches of whom we are entitled to speak, stands for justice and fairplay in the relations of the two countries and in the treatment of Japanese in America.

"B. Expressions in Japan of confidences in America's sense of honour, appreciated here. We confidently believe that a large body in America will exert itself to take such steps for the fundamental solution of the American-Japanese problems as will ultimately justify that confidence.

"C. At the same time it should be clearly understood in Japan as

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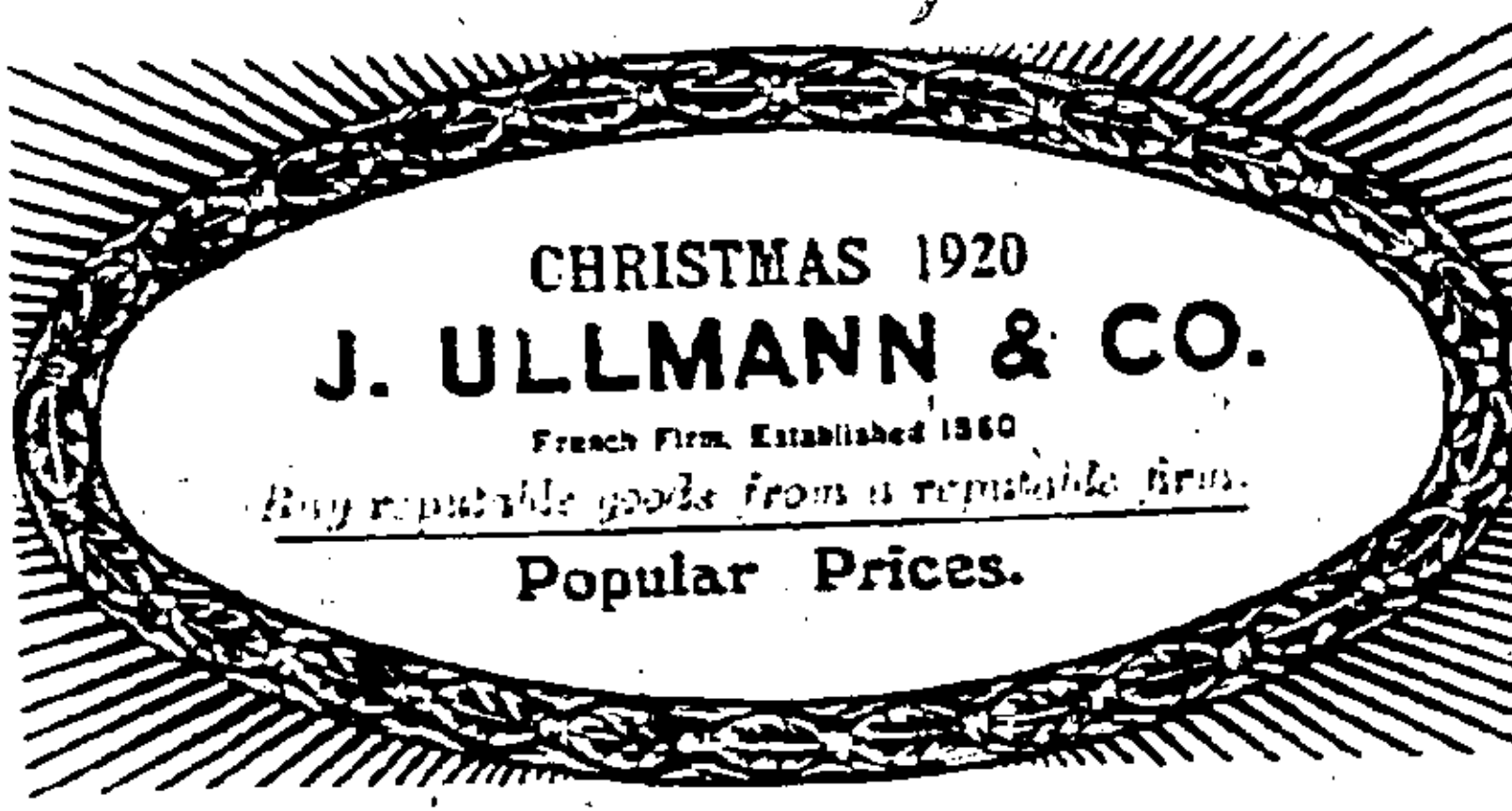
NEW SHIPMENT JUST RECEIVED:—

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well as in America that the question is by no means so simple or so easy of solution as extremists of either side usually represent. The misunderstandings, the misrepresentations and the wrong-doing are not all on one side. To set matters right, not only a new treaty, but proper legislation is needed both in Tokyo and in Washington.

"D. Japanese also need to keep certain facts clearly in mind. Because of the presence in large numbers in California, Californians are confronted with real difficulties, that call for real solution. Japanese have settled in several rather restricted, fertile, agricultural areas, tending to form 'colonies,' relatively impervious to Americanization, and where the white population constitutes a minority. For this 'colonization,' the Californians are indeed in part responsible, since the strong opposition of a different social group has tended to prevent their wider distribution. It nevertheless constitutes a serious factor in the situation. Some Japanese, moreover, have evaded the spirit and purpose of our laws, especially in the matter of immigrant smuggling. And there is also the delicate patriotic question of the double allegiance of American-born Japanese children. These facts are widely felt to create an ominous situation requiring thorough-going legislative remedies. Japanese should be reminded, moreover, that a very considerable group in California earnestly desires to have these problems solved in ways that are at once honourable for Japan and safe for California.

"IV. In conclusion, we urge all men of goodwill, both in America and Japan, to join in expecting the best not the worst and in finding a real solution. For this, time and patience, open-mindedness and sincerity, with friendly hearts and wise heads are absolutely necessary. Legislation in Tokyo and in Washington, after mutual conference and agreement, should be enacted to rectify the difficulties of double allegiance, of local congestion and of immigration, on principles that are just and honourable for all."

Rev. William I. Haven, Chairman.
F. B. Brockman, Secretary.
Rev. Sidney L. Gulick, Secretary.
Rev. Henry A. Atkinson.
Rev. Arthur J. Brown.
Hamilton Holt.
Charles D. Hurrey.
Rev. Albert G. Lawson.
Rev. Frederick Lynch.
Rev. Frank Mason North.
Rev. Doremus Scudder.
F. P. Turner.
Robert E. Speer.

NOT SUPER-MEN.
The Government, not being super-men, look small by the side of the super-problems.—
Lord Milner.

The Banque Industrielle de Chine beg to inform the holders of the temporary bonds of the Credit National 1919, which have been subscribed through them, that same must be exchanged in their Paris Office for definite bonds before March 1921.

AFTER SUN-SET.

THE STRANGE MALADY OF A YOUNG GIRL IN SINGAPORE.

Syed Abdollah Alsagoff, son of the late Syed Alsagoff, the famous merchant of Singapore, says:—
"I cannot but think that Dr. Williams' Pink Pills were the means of saving my sister's life. Everybody marvelled at her cure." The facts of this young lady's case, as related by her brother on her behalf, are as follows:—

"Some time ago my sister was suffering from Anaemia and a sort of fever which came on every evening soon after sun-set. We had her under medical treatment, but gradually she got worse and worse. Her face was pale and haggard, she became so thin that she was nothing but skin and bone and distressing to look upon. Sleeplessness troubled her greatly, her appetite was very poor and she only wanted to eat sour things. She became so weak that for many months she was confined to her room.

"I despaired for her recovery until one day I read that Dr. Williams' Pink Pills are a cure for diseases of this character. Then I persuaded my sister to try these famous Pills, and the experiment proved a great success. The first bottle of Dr. Williams' Pink Pills relieved her considerably and produced signs of decided improvement. So she continued taking them until she was entirely well. She is now strong and healthy, has a good appetite and has increased in weight. The fever has disappeared.

Although styled by the alliterative title "Dr. Williams' Pink Pills for Pale People," Dr. Williams' Pink Pills have been used and eulogized by people of almost every race and clime for over thirty years as the world's great remedy for disorders arising from impure, watery blood or disordered nerves. They are obtainable from medicine vendors everywhere, also, post free, 1 bottle for \$1.50, six bottles for \$8, from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

NOTICE.

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CAMERA NEWS



PRESIDENT OF GERMANY.
President Ebert of Germany photographed in the garden of his home in Berlin.



IRISH SCENES.

Top picture shows damage done at Tubbercurry (Sligo), whilst below is seen funeral of a policeman shot by Sinn Feiners at Cork.



FAMOUS DANCERS.

Anna Pavlova (top) is here seen arriving in America with her troupe of Russian dancers.



NEW AUSTRIAN UNIFORMS.

Tall feathers and plumes add a picturesque touch to the new uniforms adopted by the Hungarian army. The photo shows the Hungarian war minister, General Stephen Stroter, and his staff in their new regalia.



DANISH WOMEN VOTERS.

Photo shows Danish women voting during the recent elections.

DOINGS OF THE DUFFS

Helen Has Seen Tom Perform With a Duck Before.

BY ALLMAN.



NOTICE.

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| CHRISTIANIA | MANILA | SHANGHAI |
| COBLENZ | MARSEILLES | STOCKHOLM |
| COPENHAGEN | MONTVIDEO | TORONTO |
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YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

LITTLE FOLKS' CORNER.

ADVENTURES OF THE TWINS.

MR. TINGALING'S SUIT.

When Oliver Oriole, the tailor of Maple-Tree Flats, asked Tingaling the fairy landlord, if he wouldn't like to take the rent out in trade Tingaling hardly knew what to say, because, you see, he had to hand his rents over to the Fairy Queen, and, if Oliver made him a new suit, he couldn't very well send his old one in the big pocket-book with the rest of the rent money and say, "This is Oliver Oriole's rent!"

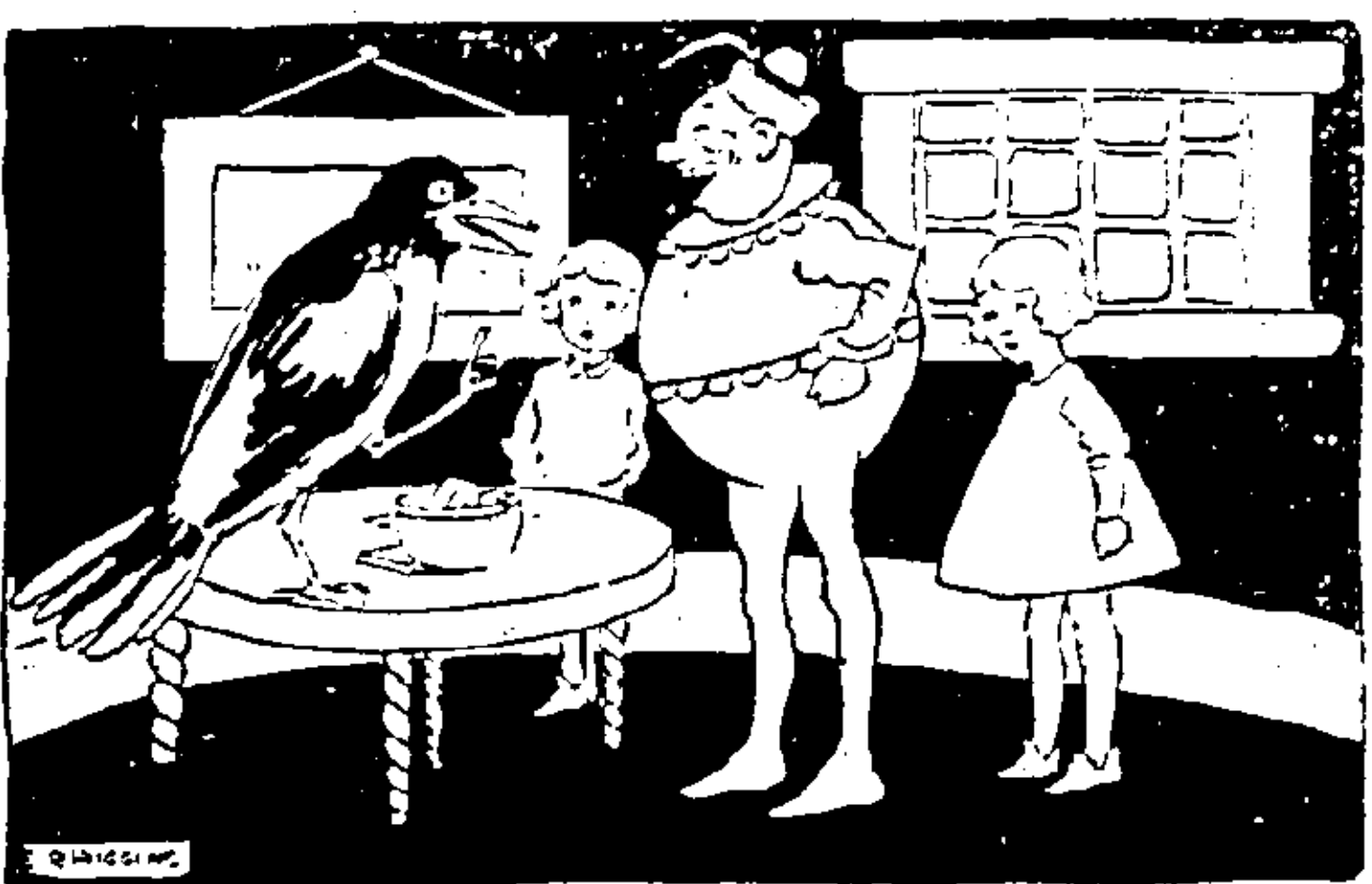
She'd think Mr. Tingaling had suddenly lost his senses, and sure as tomorrow is Friday, she'd send another fairy landlord to the Land-of-Deer-Knows-Where, and our little fat friend would be out of a job.

"Why don't you wish to pay me the money?" asked Tingaling, answering Oliver's question by asking one himself.

"Because I haven't any, or very little," answered Oliver.

"No money!" exclaimed Tingaling. "Why, as Nick and Nancy and I came along your branch, the bark was worn clear off by your customers. I just said you must have about a million."

"Yes," said Oliver, "that's true, but they're all second-handers. They get their new clothes from Rubadub in Scrub-Up Land in the



An understanding smile spread over Tingaling's face and he laughed until his bells jingled.

early spring, and all I get are the do-overs. Mostly it's putting in gussets, for the birds and animals stuff so after they arrive here, their gizzards—beg your pardon—stick out like pop-corn balls, and they come to get let out."

An understanding smile spread over Tingaling's face which grew broader and broader until he broke into a merry laugh and shook until his bells jingled.

"I'll declare!" cried he, "aren't you the smart one though? How did you guess what I needed? I'm getting so stout from being asked out to meals that I need about six gussets. I'm sure the Fairy Queen wouldn't mind that, for she agreed to keep the liveries of all her helpers in repair."

So Oliver Oriole measured Tingaling while the twins looked on.
(To be continued to-morrow.)

FUNNY MEN'S METHODS.

George Robey, Who Fools to Perfection.

What is the secret of the comedian? How does he make you laugh? The Special Correspondent of the Daily News who is investigating this problem discusses the art of George Robey. Everyone likes a fool—if he is foolish enough. That is why everyone likes George Robey. He is the Perfect Fool.

No one can be too grateful to him. He makes it possible for the rest of us to behave like reasonable people. Without Robey, we should all be compelled to be fools.

He saves the situation. He expresses not only his own foolishness, but ours as well—better than we could. Thanks to him, there is no need to do silly things. He does them all for you.

And he does them perfectly. He is subtle. Although perhaps the greatest of the mirth-makers, he never laughs himself. Like everyone else, he takes pains to keep up the illusion that he isn't a fool. He is indignant if you laugh at him. Little Tich makes you laugh by laughing at himself. Robey makes you laugh by asking you—by begging you—not to laugh.

WHIMSICAL ELABORATION. He finds the audience roaring at his grotesque love-making. At once he breaks off, and walks to the front of the stage to appeal for silence.

"Please!" (Laughter.)
"Please!" (More laughter.)
"I beg you! Consider me! Consider my position!" (Loud laughter.)

He looks hurt. "I was just thinking," he complains, "that I was Owen Nares—and you spoil it all!" (Still louder laughter.)

He looks severely at the audience. "At any rate," he says sternly, "be good enough to temper your hilarity with a modicum of reserve." (Paroxysms of laughter, varied with cries of "Good old George!")

That last remark is typical of him. He likes long words. He enjoys talking like a Victorian leader writer. When he is annoyed with someone who persists in asking questions, he says pompously: "I shall reply to you in a minute other than in the manner prescribed by the social amenities." (Laughter.) He revels in whimsical elaboration. "I won't call you a liar, but you're certainly suffering from an impediment in your truth." (Laughter.) He refuses to allow a policeman to be merely a policeman. He must become "a short whiskered minion of the law." (Laughter.)

A TYPICAL TOUCH. He can even make capital out of the audience. He says something grotesque, and a woman in the stalls—completely overcome—laughs in a shrill crescendo. Most comedians would be satisfied with that. But not Robey. At once he imitates the laugh—perfectly. Then the whole house roars.

Perhaps he reaches the climax of his art in a burlesque boxing match with an imaginary opponent. For about five minutes he says nothing, but all the time his audience are helpless with laughter. There is a typical Robey touch. When he is running round the ring in an effort to avoid his opponent, a bell rings. At once he increases his pace. The last lap!

It will be a sad day when George Robey really approaches his last lap. No longer will it be possible to be comfortable spectators of our own foolishness. We shall be in the desperate position of having to make each other laugh. George Robey can't be spared.

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(Opening Rate: closing Rate on Page 17.)

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|-------------------|---------|
| 1/T | 3/4 1/2 |
| Demand | 3/4 1/2 |
| 30 d/s | 3/4 1/2 |
| 60 d/s | 3/5 |
| 4 m/s | 3/5 1/2 |
| 1/T Shanghai | Nom. |
| 1/T Singapore | 145 |
| 1/T Japan | 116 |
| 1/T India | Nom. |
| Demand, India | Nom. |
| 1/T San Francisco | 59 |
| 1/T New York | 59 |
| 1/T Java | 190 |
| 1/T Marks | Nom. |
| 1/T Francs | 9.75 |
| Demand, Paris | — |

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| | |
|-----------------------------------|---------|
| 4 m/s L/C | 3/6 1/2 |
| 4 m/s D/P | 3/7 1/2 |
| 6 m/s L/C | 3/7 1/2 |
| 30 d/s Sydney and Melbourne | 3/7 1/2 |
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| 4 m/s Marks | Nom. |
| 4 m/s Francs | 10.35 |
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| Demand, Germany | 61 1/2 |
| Demand, New York | 61 1/2 |
| 1/T Bombay | Nom. |
| Demand, Bombay | Nom. |
| 1/T Calcutta | Nom. |
| Demand, Calcutta | 116 |
| On Yokohama | 130 1/2 |
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TIME TABLE.

WEEK DAYS.

| | |
|--------------------------|---------------|
| 4.30 a.m. to 5.00 a.m. | Every 15 min. |
| 5.00 a.m. to 5.30 a.m. | 10 min. |
| 5.30 a.m. to 6.00 a.m. | 10 min. |
| 6.00 a.m. to 6.30 a.m. | 10 min. |
| 6.30 a.m. to 7.00 a.m. | 10 min. |
| 7.00 a.m. to 7.30 a.m. | 10 min. |
| 7.30 a.m. to 8.00 a.m. | 10 min. |
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| 8.30 a.m. to 9.00 a.m. | 10 min. |
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| 11.00 a.m. to 11.30 a.m. | 10 min. |
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| 12.30 p.m. to 1.00 p.m. | 10 min. |
| 1.00 p.m. to 1.30 p.m. | 10 min. |
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| 4.00 p.m. to 4.30 p.m. | 10 min. |
| 4.30 p.m. to 5.00 p.m. | 10 min. |

NIGHT CARS.

4.30 p.m. to 11.30 p.m. every 30 min. except 11.30 p.m.

SATURDAYS.

EXTRA CAR 11.30 a.m. to 12.00 p.m.

SUNDAYS.

| | |
|--------------------------|---------------|
| 4.30 a.m. to 5.00 a.m. | Every 15 min. |
| 5.00 a.m. to 5.30 a.m. | 10 min. |
| 5.30 a.m. to 6.00 a.m. | 10 min. |
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| 3.30 p.m. to 4.00 p.m. | 10 min. |
| 4.00 p.m. to 4.30 p.m. | 10 min. |
| 4.30 p.m. to 5.00 p.m. | 10 min. |

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THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital \$50,000,000.00
Paid up Capital 12,379,800.00
Reserve Funds 4,116,772.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21 Connaught Road Central. Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers—The National Provincial and Union Bank of England, Ltd.
New York Bankers—Irvine Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annum

TSUYER PEI, Manager.

THE BANK OF EAST ASIA, LIMITED.

No. 2, Queen's Road Central, Hongkong.

Established 1910.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$10,000,000

DIRECTORS: Mr. Pong Wah Tsang, Chairman; Mr. Kwo Shun Sen, Mr. Kwo Ching Kong, Mr. Pong Wah Sen, Mr. Wang Yui Tung, Mr. K. K. Kwok, Mr. Chan Ching Shek, Mr. Ng Chung Lok.

Chief Manager: Mr. Kwo Tung Po; Asst. Manager: Mr. Li Tai Fong.

BRANCHES & AGENCIES: LONDON, NEW YORK, SAN FRANCISCO, SHANGHAI, YOKOHAMA, HONGKONG, MANILA, CANTON, HANKOW, PEKING, TIENTSIN, SHANGHAI, SINGAPORE, BATAVIA, SOERABAYA.

London Bankers—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent per annum on Balance Forward Four per cent per annum and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3% per annum

For 6 months at the rate of 4% per annum

For 12 months at the rate of 5% per annum

K. K. TONG, Chief Manager.

Hongkong, October 1st, 1920.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6, Des Voeux Road, Central.

Hankow Branch: Eumien Concession.

DOMESTIC & FOREIGN BANKING.

SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

J. USING LY, Manager.

Hongkong, 7th July, 1919.

THE CHINESE MERCHANTS BANK, LTD.

Head Office: Alexandria Buildings, Canton Road.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also operates a Savings Department.

K. C. LAU, Chief Manager.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION

Paid-up Capital ... \$15,000,000

Reserve Funds ... £1,500,000

Sterling ... £1,500,000

Silver ... \$23,080,000

Reserve Liability of Proprietors \$11,000,000

COURT OF DIRECTORS: Hon. Mr. F. D. FARR—Chairman; A. B. Compton, Esq.—Deputy Chairman.

Hon. Mr. J. J. Johnston, Esq.; Hon. Mr. A. G. Lang, Esq.; Hon. Mr. J. L. Palmer, Esq.; Hon. Mr. J. R. Palmer, Esq.

Chief Manager: Hongkong & Shanghai Banking Corporation, Ltd.

Assistant Manager: Shanghai—D. H. ELLIOTT, Esq.

LONDON BANKERS: LONDON COUNTY WESTMINSTER & PARK BANK, LIMITED.

Current accounts opened in local currency and Fixed Deposits received for one year or shorter periods in local currency and Sterling on terms which will be quoted on application.

N. J. STABB, Chief Manager.

Hongkong, March 1st, 1920.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest on deposits is allowed on the minimum monthly balance at 3% per annum. For the Hongkong and Shanghai Banking Corporation.

N. J. STABB, Chief Manager.

Hongkong, 11th April, 1914.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1827.

PAID-UP CAPITAL \$1,000,000

RESERVE FUND \$1,000,000

PROFIT \$1,000,000

FOREIGN EXCHANGE and General Bank Business.

PACIFIC SHIPPING.

CPLOS

HONGKONG TO VANCOUVER
via Shanghai, Nagasaki, Kobe & Yokohama.

| Steamer | From Hongkong | Due Vancouver |
|-------------------|---------------|---------------|
| Empress of Russia | Dec. 15 | Jan. 3 |
| Monteagle | Dec. 31 | Jan. 24 |
| Empress of Asia | Jan. 13 | Jan. 31 |
| Empress of Japan | Jan. 19 | Feb. 9 |
| Empress of Russia | Feb. 10 | Feb. 28 |
| Empress of Japan | Mar. 15 | Apr. 5 |
| Empress of Asia | Mar. 31 | Apr. 18 |
| Monteagle | Apr. 7 | May 1 |
| Empress of Russia | Apr. 28 | May 16 |
| Empress of Japan | May 10 | May 31 |
| Empress of Asia | May 26 | June 13 |

For further information apply to
HONGKONG OFFICE,
CANADIAN PACIFIC OCEAN SERVICES.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA"
HONGKONG TO SAN FRANCISCO
Via Shanghai, Kobe, Yokohama & Honolulu.
THE SUNSHINE BELT
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
SAILINGS FROM HONGKONG AT NOON.
"ECUADOR" Sailing Wednesday December 1st at noon, for
San Francisco via Shanghai, Japan Ports and
Honolulu.

ALSO
The following U.S. Shipping Board vessels
SHANGHAI-HONGKONG-CALCUTTA SERVICE.
Cargo accepted on through Bills of Lading to all Ports in the United
States and Canada, also through Bills of Lading issued to Baltimore, Havana,
Central and South American Ports.

PACIFIC MAIL S.S. CO.
Hotel Mansions,
TELEPHONE 141. Cable Address "SOLANO."

PACIFIC SHIPPING.

DOLLAR LINE

SAILINGS FROM HONGKONG FOR
NEW YORK VIA VANCOUVER
STEAMERS. SAILING DATE.
"ESTHER DOLLAR" JAN. 20TH.
FOR NEW YORK VIA SUEZ.
Through Bills of Lading issued to all parts of United States or Canada
"Movements subject to change without notice."
For particulars for freight apply to—

THE ROBERT DOLLAR CO.
GENERAL POST OFFICE BUILDING TEL. 795.
THIRD FLOOR 792.

SAN FRANCISCO.

U.S.S.B.

"WEST IRA"

Sailing on February 15th.

THE ROBERT DOLLAR CO.

Tel. 795 & 792 Gen. P. O. Bldg.
3rd Floor.

HONGKONG

S

SAIGON

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS

NEXT SAILING

U.S.S.B. "LAKE FARRAR"

Sailing on December 15th.

Operated on behalf of U.S.S.B. Emergency Fleet
Corporation. Through B/L issued to any port or
common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

Tel. 792 & 795 Gen. P. O. Bldg.

SAILING DATES.

Europe, U.S.A., Etc.

| | | |
|---------------|-------------|---------|
| Kanowna | P. & O. | Dec. 2 |
| Tissondari | J. C. J. L. | Dec. 3 |
| China | C. M. Co. | Dec. 4 |
| Lima | M. N. Y. K. | Dec. 4 |
| Thesus | B. & S. | Dec. 7 |
| Hathaway | S. & D. | Dec. 7 |
| West Jappa | F. W. Co. | Dec. 8 |
| Hakodate | M. N. Y. K. | Dec. 9 |
| Tokuyo | M. T. K. E. | Dec. 9 |
| Van Waerwyck | J. C. J. L. | Dec. 9 |
| Somali | P. & O. | Dec. 10 |
| Telemachus | B. & S. | Dec. 10 |
| West Hika | L. A. Co. | Dec. 11 |
| Kangaroo | J. C. J. L. | Dec. 11 |
| Changsha | B. & S. | Dec. 13 |
| Fushimi | M. N. Y. K. | Dec. 14 |
| C. of Lincoln | B. L. | Dec. 15 |
| Suruga | A. L. | Dec. 15 |
| Kamakura | M. N. Y. K. | Dec. 17 |
| Devanha | P. & O. | Dec. 17 |
| Delight | F. W. Co. | Dec. 20 |
| Alchiba | J. C. J. L. | Dec. 20 |
| Pyrhus | B. & S. | Dec. 21 |
| Tango | M. N. Y. K. | Dec. 22 |
| Orestes | B. L. | Dec. 22 |
| Demodocus | B. & S. | Dec. 24 |
| W. Carmona | S. & D. | Dec. 25 |
| Eurana | S. & D. | Dec. 25 |
| Katori | M. N. Y. K. | Dec. 26 |
| Tanda | P. & O. | Dec. 29 |
| Montague | A. L. | Dec. 29 |
| Tyndareus | B. & S. | Dec. 30 |
| C. of Agra | R. L. | Dec. 30 |
| Siberia | M. T. K. E. | Dec. 31 |
| St. Albans | P. & O. | Dec. 31 |
| Sicilia | P. & O. | Dec. 31 |
| Rhesus | B. & S. | Jan. 4 |
| Bolton | C. M. Co. | Jan. 6 |
| Atsuta | M. N. Y. K. | Jan. 7 |
| Machao | B. & S. | Jan. 11 |
| Dilwara | P. & O. | Jan. 11 |
| Nanking | C. M. Co. | Jan. 12 |
| Laomedon | B. & S. | Jan. 13 |
| Tenyo | M. T. K. E. | Jan. 14 |
| Tydeus | B. & S. | Jan. 14 |
| Tajima | M. N. Y. K. | Jan. 20 |
| Borneo | J. C. J. L. | Jan. 21 |
| Teucer | B. & S. | Feb. 1 |

Japan, Coast Ports, Etc.

| | | |
|------------|-------------|---------|
| Dunera | P. & O. | Dec. 2 |
| Taksang | J. M. Co. | Dec. 2 |
| Hangsang | J. M. Co. | Dec. 2 |
| Sunning | B. & S. | Dec. 2 |
| Chaksang | J. M. Co. | Dec. 2 |
| Taming | B. & S. | Dec. 3 |
| West Luis | S. & D. | Dec. 8 |
| Haiching | D. L. Co. | Dec. 8 |
| Yuenang | J. M. Co. | Dec. 8 |
| Borneo | M. D. & Co. | Dec. 4 |
| Tjileboet | J. C. J. L. | Dec. 4 |
| St. Albans | P. & O. | Dec. 4 |
| Chenan | B. & S. | Dec. 4 |
| Kwaisang | J. M. Co. | Dec. 4 |
| Kwongsang | J. M. Co. | Dec. 5 |
| Sicilia | P. & O. | Dec. 5 |
| Taketoyo | M. N. Y. K. | Dec. 5 |
| Suiyang | B. & S. | Dec. 7 |
| Chinhua | B. & S. | Dec. 7 |
| Haihong | D. L. Co. | Dec. 7 |
| Tanda | P. & O. | Dec. 8 |
| Tissondari | J. C. J. L. | Dec. 8 |
| Kangoon | M. N. Y. K. | Dec. 8 |
| Sinkiang | B. & S. | Dec. 9 |
| Hailong | D. L. Co. | Dec. 10 |
| Shidzuohu | M. N. Y. K. | Dec. 10 |
| Yotorofu | M. N. Y. K. | Dec. 10 |
| Nippon | D. & Co. | Dec. 10 |
| Presia | P. M. Co. | Dec. 12 |
| Hukuto | M. D. & Co. | Dec. 13 |
| Banca | P. & O. | Dec. 14 |
| Nikko | M. N. Y. K. | Dec. 18 |
| Yeboshi | M. N. Y. K. | Dec. 18 |
| Tsushima | M. N. Y. K. | Dec. 18 |

ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For SEATTLE, VICTORIA, VANCOUVER, TACOMA

(Calling at Shanghai and Kobe.)
"CITY OF SPOKANE" About Dec. 3rd

For PORTLAND direct.

(Calling at Kobe and Yokohama.)
"MONTAGUE" About Dec. 29th

For SEATTLE.

Through Bills of Lading issued to OVERLAND COMMON POINTS.

FOR FREIGHT AND PASSENGERS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478 5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES.

FOR NEW YORK and/or BOSTON.

S.S. "SURUGA"

ABOUT DECEMBER 15TH.

FOR HAVANA-CUBA.

S.S. "SURUGA"

ABOUT DECEMBER 15TH.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephones
2477 & 2478

5th Floor
Hotel Mansions.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

| | | |
|----------------|-------------|--------------|
| S.S. "NANKING" | S.S. "NILE" | S.S. "CHINA" |
| 15,000 tons | 11,000 Tons | 10,200 Tons |

SAILING FROM
HONGKONG for SAN FRANCISCO

| | | |
|------------------|----------------|-------------|
| S.S. "CHINA" | S.S. "NANKING" | S.S. "NILE" |
| Dec. 4th at noon | Jan. 12th | Jan. 25th |

SAILING FROM
HONGKONG for MANILA

| | |
|----------------|------------|
| S.S. "NANKING" | March 19th |
|----------------|------------|

SAILING FROM
HONGKONG for SINGAPORE

| | |
|--------------|-------------|
| S.S. "CHINA" | S.S. "NILE" |
| Feb. 7th | April 3rd |

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, ACTING FREIGHT & PASSENGER AGENT,

PRINCE'S BUILDING, ICE HOUSE STREET.

TEL. PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

STRUTHERS & DIXON, INC.

Operates Far Eastern services on account of the
UNITED STATES SHIPPING BOARD.

ALSO
Associated with
COSMOPOLITAN SHIPPING CO. GREEN STAR LINE.
NEW YORK NEW YORK.

TO SEATTLE & VANCOUVER.

"WEST IRIS" 3rd December.

TO NEW YORK, BOSTON & BALTIMORE.

"HATHAWAY" 7th December.

"EURANA" 15th January.

TO SAN FRANCISCO.

"WEST CARMONA" 25th December.

To Shanghai, Dairen (Dainy), Kobe & Yokohama.

4th & 25th December.

Through Bills of Lading issued to all U.S. and Canada, as
Overland Common Points.

HONGKONG OFFICE: 1st Floor, Prince's Building, 12, Des Voeux Rd., Tel. 790.

NEW YORK DIRECT.

Joint service of the
"BLUE FUNNEL" LINE

Ocean S.S. Co. Ltd. & China Mail S.S. Co. Ltd.

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co. Ltd.)

Sailings from Hongkong.

"LAOMEDON" via Suez 13th Jan.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards About Sailing About

S.S. WEST HIKA Dec. 8 | S.S. WEST HIKA Dec. 11

Through Bills of Lading to all U.S. and CANADIAN OVER-

LAND PORTS. No transshipment on route.

Shipside connection with the Salt Lake, Santa Fe and Southern

Pacific Railroads.

HEAD OFFICES: LOS ANGELES, CALIF.

BRANCH OFFICE: KOBÉ, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE:

Prince's Building, Chater Road,

Telephone No. 1062.

CHAS. E. RICHARDSON,

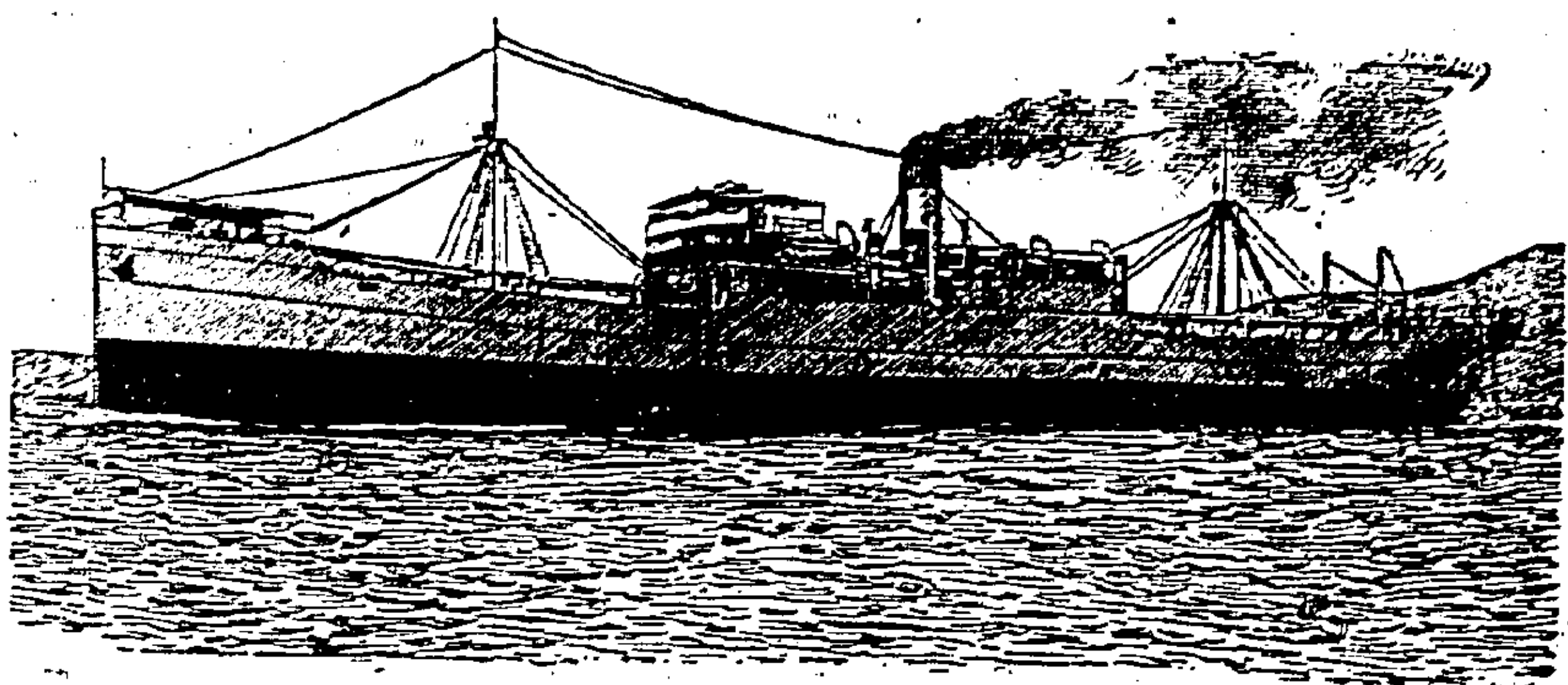
General Agent for South China.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1, A.B.C. Fifth Edition Engineering, First and Second Edition.
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,

to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK, HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.(COMPANIES INCORPORATED IN ENGLAND)
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MACRITIA, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, BAY OF EUROPE, ETC.**PENINSULAR & ORIENTAL SAILINGS (South)**

| S.S. | Tons | From Hong-kong (about) | Destination |
|---------|-------|------------------------|--------------------------|
| SOMALI | 5,700 | 10th Dec. | M'les, London & Antwerp. |
| DUNERA | 5,400 | 12th Dec. | S'pore, Colombo & B'bay. |
| DEVANHA | 5,100 | 18th Dec. | M'les, London & Antwerp. |
| SICILIA | 7,000 | 31st Dec. | M'les, London & Antwerp. |
| DILWARA | 5,400 | 14th Jan. | S'pore, Colombo & B'bay. |

BRITISH INDIA-APCAR SAILINGS (South)

| | | | |
|-------|-------|-----------|---|
| TANDA | 7,000 | 29th Dec. | Calcutta via Singapore, Penang and Rangoon. |
|-------|-------|-----------|---|

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|------------|-------|-------------|---|
| KANOWSA | 7,000 | 2 Dec. noon | McMurrumbidgee Sandakan, Thure Island, Cebu, Townsville, Brisbane and Sydney. |
| ST. ALBANS | 4,500 | 22nd Dec. | |

SAILINGS TO SHANGHAI & JAPAN.

| | | | |
|---------------|-------|-----------------|-------------------------------|
| DUNERA | 5,400 | 2nd Dec. 6 a.m. | Shanghai only. |
| ST. ALBANS | 4,500 | 4th Dec. | Japan direct. |
| SICILIA | 6,700 | 3rd Dec. 4 p.m. | Shanghai, Moji, Kobe, Y'hamo. |
| TANDA | 7,000 | 8th Dec. | Shanghai & Japan. |
| BANCA (Cargo) | 6,000 | 14th Dec. | Shanghai & Japan. |

* Omits Sandakan.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. X 3 1/2 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
22, Des Vieux Road Central Agents.**N. Y. K.****NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.**PUSHIMI MARU** (Omitting Manila) Tuesday, 14th Dec., at 11 a.m.
KATORI MARU Tuesday, 23rd Dec., at 11 a.m.
TAJIMA MARU Thursday, 30th Dec., at 11 a.m.**LONDON & ANTWERP** via Singapore, Penang, Colombo, Suez Port Said & Marseilles.**KAMO MARU** Friday, 10th Dec., at 11 a.m.
IYO MARU Friday, 24th Dec., at 11 a.m.
ATSUTA MARU Friday, 7th Dec., at 11 a.m.**HAMBURG, LONDON & ROTTERDAM** via Suez.
LIMA MARU Saturday, 4th December.**MARSEILLES & LIVERPOOL** via Suez.
KAMAKURA MARU Sailing from Singapore Middle of Dec.**SYDNEY & MELBOURNE** via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.**TANGO MARU** Wednesday, 23rd Dec., at 11 a.m.
NIKKO MARU Middle of January.**NEW YORK** via Manila, Java, Straits & Suez.**SOUTH AMERICAN PORTS** via Cape.
HAKODATE MARU Sailing from Singapore Thurs. 9th Dec.**BOMBAY & COLOMBO** via Singapore.
TENSHIN MARU Wednesday, 1st December.**CALCUTTA & RANGOON** via Singapore & Penang.
TAKETOYO MARU Sunday, 5th December.**YEBOSHI MARU** Sunday, 13th December.**JAPAN PORTS**—Nagasaki, Kobe & Yokohama.
NIKKO MARU Saturday, 19th Dec., at 11 a.m.**SHANGHAI, KORE & YOKOHAMA**
RANGOON MARU (Omitting Yokohama) Wed. 8th Dec.**SHIDZUKA MARU** Friday, 10th Dec., at 11 a.m.
YETOROFU MARU (Omitting Yokohama) Sat. 18th Dec.**TSUSHIMA MARU** Saturday, 18th December.For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone Nos. 292 & 293. S. YASUDA, Manager.**JAVA-CHINA-JAPAN LIJN.**Regular fortnightly service between
JAVA, CHINA and JAPAN.

| Steamer | From | Expected on or about | Will leave on or about | For |
|-----------|------|----------------------|------------------------|--------|
| Tjileboet | Java | in port | 4th Dec. | Japan. |

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

| Steamer | From | Expected on or about | Will leave on or about | For |
|------------|---------------|----------------------|------------------------|-------|
| Tjisondari | San Francisco | 4th Dec. | 8th Dec. | Java. |

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to

FOR NEW YORK and/or BOSTON.

S.S. "BOLTON CASTLE"

About end of January.

LLOYD TRIESTINO.

FOR SHANGHAI.

S.S. "NIPPON" Sailing on or about 10th December.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports via—SINGAPORE, PENANG & COLOMBO.

S.S. "PERSIA" Sailing on or about 12th Dec.
Passengers Luggage can be insured at the office of the Agent**NANYO YUSEN KAISHA LTD.**

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, S.S. "BORNEO M." Sailing on or about 24th Nov.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co. Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.****HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.**
SAILING (SUBJECT TO ALTERATION).

| Steamer | Arrives Hongkong | Leaves Hongkong |
|----------|------------------|-----------------|
| CHANGSHA | 7th December | 13th December |

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITSTO
UNITED KINGDOM AND CONTINENT.

For Steamer Sailing

LONDON & ROTTERDAM "CITY OF LINCOLN" 15th Dec.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton.

General Agents.

CLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

| Vessel | Due Hongkong |
|------------|--------------|
| "GLENADE" | 7th Jan. |
| "GLENLUCE" | 7th Jan. |
| "GLENTARA" | 18th Jan. |

HOMEWARDS.

| Vessel | Leaves Hongkong | Discharges. |
|-------------|-----------------|---------------------------------------|
| "GLENSHANE" | 1st Dec. | GENOA, LONDON, ANTWERP AND ROTTERDAM. |
| "GLENOGLE" | 10th Dec. | GENOA, LONDON & ROTTERDAM. |

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

| Destination | Steamer | Sailing |
|--------------------|----------|----------------------------|
| KOBE | Chatsang | Thurs. 2nd Dec. at 10 a.m. |
| MANILA | Yuensang | Fri. 3rd Dec. at 3 p.m. |
| STRAITS & Calcutta | Kwaisang | Sat. 4th Dec. at 2 p.m. |
| SHANGHAI | Kwaisang | Sun. 5th Dec. at d'light. |

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.**MANILA LINE**—A weekly service is maintained with Manila, by vessels with good passenger accommodation, sailings from both ports every Friday.**HAI-PHONG LINE**—Sailings approximately weekly for passengers and cargo, calling at Haihow when inducement offers.**BORNEO LINE**—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.**TIENTSIN LINE**—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.**CALCUTTA LINE.**

S.S. "KWAISANG" will be despatched on or about Saturday, 4th Dec., at 2 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

| For | Steamers | To Sail |
|-----------------------|----------|---------------------|
| SHANGHAI & TSINGTAO | Chenan | 4th Dec. at 4 p.m. |
| MANILA, CEBU & ILOILO | Taming | 4th Dec. at 4 p.m. |
| SWATOW & BANGKOK | Chinhua | 7th Dec. at 10 a.m. |
| AMOY, SHAI & PUKOW | Suiyang | 7th Dec. at 4 p.m. |
| SHANGHAI | Sinkiang | 9th Dec. at noon. |

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.**BANGKOK LINE**—Weekly service to and from Bangkok via S'row.
For Freight or Passage apply to

Telephone No. 36.

Hongkong Dec. 2, 1920.

BUTTERFIELD & SWIRE.

Agents.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 days.)

| Steamships | Captain | Leaving |
|------------|----------------|-------------------------|
| Haihong | A. H. Stewart | FRI. 3rd Dec. at noon. |
| Hailong | W. C. Passmore | TUES. 7th Dec. at noon. |
| Hailong | J. S. Thomson | FRI. 10th Dec. at noon. |

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).
For Freight and Passage, apply to**Douglas Lapraik & Co.,**
General Managers.**HONGKONG, CANTON & MACAO STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.Sailing:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. and 6 p.m. Sundays 5 p.m. only.**SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**
HONGKONG-MACAO LINE.Until further notice there will only be one steamer sailing hence daily at 5 p.m. Sundays 6.30 p.m. and returning from Macao daily at 8.30 a.m. Sundays 2 p.m. Mondays 7.30 a.m.
Further information may be obtained at the Company's Office, Hotel Mansion or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.**MOVEMENTS OF STEAMERS.**

The N. Y. K. s.s. TSUSHIMA MARU. (Hamburg Line) left Antwerp for this port via Suez on the 24th Oct. and is expected here on the 5th Dec.

The N. Y. K. s.s. RANGOON M. (Calcutta Line) left Calcutta for the port via Singapore on the 18th Nov. and is expected here on the 7th December.

The N.Y.K. s.s. TOKUSHIMA M. (Liverpool Line) left Liverpool for this port via Suez on the 3rd Nov. and is expected here on the 13th December.

The N. Y. K. s.s. YETOROFU M. (Bombay Line) left Bombay for this port direct on the 23rd Nov. and is expected here on the 17th Dec.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Sydney for Hongkong via ports on the 27th Nov. and is expected here on the 17th December.

The R. M. S. EMPRESS OF ASIA, arrived at Yokohama on 23th Nov.; left there 27th Nov. at noon due at Vancouver, B.C. on 6th Dec.

The P. & O. s.s. SICILIA left Singapore for this Port on the 29th instant at 8 a.m. and is due here on the 5th Dec. at about 7 a.m.

The s.s. METHVEN, arrived at Hongkong on 27th Nov. left here 29th Nov., due at Singapore on 4th Dec.

The N. Y. K. s.s. TAKETOYO M. (Calcutta Line) left Moji for this port direct on the 29th Nov. and is expected here on the 4th Dec.

The P. & O. s.s. ST. ALBANS, left Manila for this Port on the 30th Nov. at 4 p.m. with the Australian Mails, and is due here on the 3rd instant at about daylight.

The R. M. S. EMPRESS OF RUSSIA, arrived at Yokohama on 30th Nov. leaves there 30th Nov. and is due at Hongkong on 11th December.

The N. Y. K. s.s. LIMA M. (Hamburg Line) left Kobe for this port via Shanghai and Dairen on the 24th Nov. and is expected here on the 12th December.

The N. Y. K. s.s. KAMO M. (European Line) left Kobe for this port via Moji and Shanghai on the 30th Nov. and is expected here on the 9th Dec.

The N. Y. K. s.s. YOKOHAMA M. (European Line) left London for this port via Suez, on the 27th Nov. and is expected here on the 6th January.

The T. K. K. s.s. KOKEA M. left Nagasaki on the 30th afternoon, and is expected to arrive here on the 3rd inst.

The T. K. K. s.s. KOREA M. sailed from Nagasaki on Nov. 30th and is due at this port on the 3rd instant.

The B. I. Co. s.s. TANDA, left Singapore for this Port on the 1st instant, and is due here on the 7th instant at about evening.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Nelson Ade Customs, from Hankow.

Chandler, Steamer Nanking, from Tientsin.

Tait, from Shanghai.

Rodwell, from New York.

Tyufong, from Hankow.

Ralph Dorr, Hongkong Hotel, from Shanghai.

Cheongwailam c/o Cheongkze, West Desvoeux Road, from Amoy.

Lifung from Shanghai.

Scandalia, from Yokohama.

N. LUND.

Act. Superintendent

Hongkong, Nov. 25, 1920.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

Donald Graser, from London.

Soares Portuguese Consulate, from Singapore.

Thomson, from Hankow.

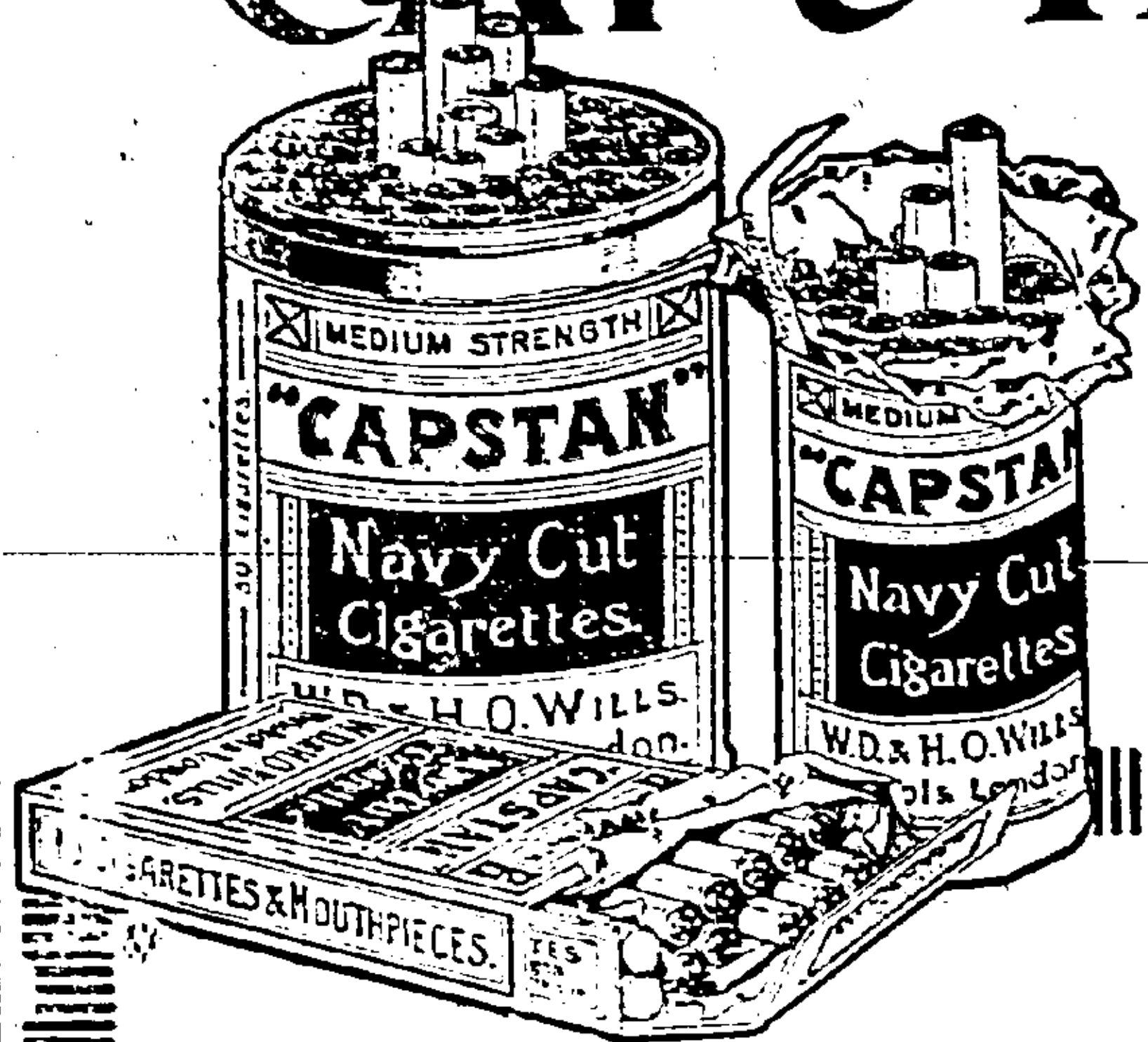
M. E. F. ABEY.

Superintendent,

Hongkong, Nov. 25, 1920.

NOTICES.

"CAPSTAN"



Navy Cut Cigarettes

"CAPSTAN" Tobacco for the Pipe

THE STANDARD OF QUALITY

AND

THE CIGARETTE FOR THE CONNOISSEUR.

Sold by all Tobacconists.

This advertisement is owned by British-American Tobacco Co., Ltd.

POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Shanghai—Per SUIYANG, 3rd Dec.
Manila and Australia—Per ST. BLBANS, 3rd Dec.
Japan—Per TAKEYOYO M., 4th Dec.
Japan—Per SILICIA, 5th Dec.
Straits—Per TSUSHIMA M., 5th Dec.
Manila and Australia—Per CHANGSHA, 7th Dec.
Manila and Calcutta—Per TANDA, 7th Dec.
Straits & Calcutta—Per RANGON M., 7th Dec.

OUTWARD MAILS.

To-morrow.
*Straits, *Bangkok, *Calcutta & *Aden—Per M.S. DOLLAR, 5 p.m.
Saigon—Per TELEMACHUS, 9 a.m.
Japan—Per CHAKSANG, 5 p.m.
Philippine Is.—Per YUEN SANG, 2 p.m.
Swatow, Amoy and Foochow—Per HAICHING, 11 a.m.

Saturday, 4th Dec.
*Japan—Per TULEBOET, 5 p.m.
Shanghai & North China—Per KWONGSANG, 5 p.m.
Saigon, *Straits and *Bangkok—Per UNNAN M., 10 a.m.
Philippine Is.—Per TAMING, 3 p.m.
Straits, Bangkok, Calcutta & Aden—Per KWAI SANG, 1 p.m.
Shanghai and N. China—Per CHENAN, 3 p.m.

SHIPPING.

VESSELS ARRIVED.

Coal was delivered here by the O.S.K.'s AMAKUSA M. (1,100 tons) from Keelung, and the M.B.K.'s FUJISAN (2,300 tons) from Keelung—Mooring O.S.K. Wharf and B 32.
From Bangkok the CHINHUA brought this morning 2,000 tons of general cargo and lumber for Hongkong.
From Seattle the United States Shipping Board's CITY OF SPOKANE, operated by the Admiral Line, arrived this morning with 165 tons of flour, machinery and general cargo for Hongkong and 7,500 tons of beans, flour, etc. for other ports—Mooring A 6.
The HONG MOH came this morning from Rangoon and Singapore with 1,600 tons of general cargo. She carried 1,064 passengers for Amoy and Swatow—Mooring B 12.
The M.S. DOLLAR arrived yesterday afternoon from Vancouver with 191 tons of general merchandise and 521 tons of wood for Hongkong. She brought the mails from Canada—Mooring A 23.

CLEARANCES AND DEPARTURES.

The s.s. DRUFAR left to-day for Basra with 200 tons.
The French vessel JADE departed at 9 a.m. to-day with 250 tons.
The GLENSHANE left for London to-day at 7 a.m. with 500 tons.
The CHAKSANG departed for Kobe at noon with 100 tons.
The KANOWNA left for Melbourne at noon to-day.

Shanghai, N. China, Japan via Honolulu, Canada, United States, Central & South America & Europe via San Francisco—Per CHINA, Reg. 945 a.m. Letters 10.30 a.m.
*Correspondence bearing vessels' names only.

WEATHER REPORT.

Dec. 2d, 12h. 30m.—No returns from Japan and Indo-China. Pressure has increased slightly over the Philippines, and decreased slightly to moderately elsewhere; the anticyclone has weakened.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day: 0.02 inch. Total since January 1st, 195.09 inches, against an average of 52.05 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

| District. | Forecast. |
|--|--|
| 1 Hongkong to Gap Rock | N.E. winds, moderate; cloudy, occasional rain. |
| 2 Formosa Channel | N. winds, moderate. |
| 3 South coast of China between H.K. & Lamocks. | The same as No. 1. |
| 4 South coast of China between H.K. & Fainan. | The same as No. 1. |

C. W. JEFFRIES, Director.
H.K. Observatory, Dec. 2.

METEOROLOGICAL.

| | Previous Day | on date. | on date. |
|---|--------------|----------|----------|
| Barometer | 29.89 | 29.93 | 29.63 |
| Temperature | 68 | 71 | 71 |
| Humidity | 90 | 78 | 83 |
| Wind Direction | E. | E. | CALM. |
| Wind Force | 4 | 3 | 0 |
| Weather | od | od | 0 |
| Rain | 0.00 | 0.00 | 0.07 |
| Highest open air Temperature on the 1st | 71 | | |
| Lowest open air Temperature on the 2nd | 69 | | |

H.K. Observatory, Dec. 2, 1920.
C. W. JEFFRIES, Director.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING—

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL,
AND THE
HONGKONG HOTEL GARAGE

J. H. TAGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR,
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT,
THE PREMIER HOTEL, FINEST SITUATION,
EXCELLENT CUISINE.
ARTHUR E. ODELL,
(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

KINGSLERE HOTEL MID-LEVEL.
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

GRAND HOTEL DE PEKIN

PEKING, CHINA.

Tel. Address: "GRAND HOTEL"
Peking. CODES: A.B.C. 5th Edition: Bentley's & Liebers.

THE ONLY HOTEL DE LUXE IN THE FAR EAST.

Afternoon dancant, daily.

Beautiful new steel and concrete fire proof building with six floors, 3 lifts, 200 rooms, each with private bath and city telephone; and a spacious roof garden overlooking the romantic Imperial Palace, the Legation Quarter, the Rockefeller Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel, which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.
Motor bus meets all trains.

L. M. MAILLE,
Manager.



SOLE AGENT,
MUTSUI BUSSAN KAISHA, LTD.,
HONGKONG.

ENTERTAINMENTS.

THE CORONET

TO-NIGHT 5.15 & 9.15

"THE MIRACLE MAN."

At 7.15 p.m.

"THE MYSTERY OF 13"

EPISODES 5 and 6.

HONGKONG THEATRE

TO-NIGHT at 5.15 and 9.15 p.m.

MARY PICKFORD

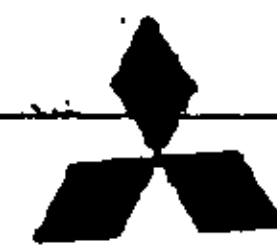
"THE FOUNDLING"

at 5.15 p.m.

LIGHTNING BRYCE

Episode 15 (Final).

NOTICE.



MITSUBISHI SHOJI
KAISHA, LTD.

(MITSUBISHI) TRADING CO. LTD.
COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF COAL MINES OF
YAMAGUCHI, OCHI, MUTSU, KIMURA,
ISHIMOTO, MOJO, HANAZUTA, SATO,
SHINKEI, KANADA, KAMITAMADA, ITO,
and OYUBARI.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—NAGASAKI, KARATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DALNIE, TSINGTAO, TSIENANFU, HANKOW, SHANGHAI, HONGKONG, CANTON, MANILA, SINGAPORE, SOERABAYA, LONDON, PARIS, NEW YORK & SEATTLE.

Cable Address:—"IWASAKISA."

Codes:—A1, A.B.C. 5TH ED.
Western Union and Bentley.

AGENCY FOR:—THE MITSUBISHI MARINE AND FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

For Particulars Apply to:—

S. KOMURA, Manager.

No. 14, Pedder Street Hongkong.

TIDE TABLE.

29th Nov. to 5th Dec. 1920.

| Day | High Water | Low Water | Day | High Water | Low Water |
|---------|------------|-----------|--------|------------|-----------|
| Nov. 29 | Nov. 30 | Dec. 1 | Dec. 2 | Dec. 3 | Dec. 4 |
| 11 17a | 11 17a | 11 17a | 11 17a | 11 17a | 11 17a |
| 5 04a | 5 04a | 5 04a | 5 04a | 5 04a | 5 04a |
| 1 54a | 1 54a | 1 54a | 1 54a | 1 54a | 1 54a |
| 12 12p | 12 12p | 12 12p | 12 12p | 12 12p | 12 12p |
| 3 22p | 3 22p | 3 22p | 3 22p | 3 22p | 3 22p |
| 4 52p | 4 52p | 4 52p | 4 52p | 4 52p | 4 52p |
| 4 21p | 4 21p | 4 21p | 4 21p | 4 21p | 4 21p |
| 5 45p | 5 45p | 5 45p | 5 45p | 5 45p | 5 45p |
| 6 45p | 6 45p | 6 45p | 6 45p | 6 45p | 6 45p |

m morning, a afternoon

Miscellaneous.
Cements b. 94 1/2 sa. 945/946
Do. Light old b. 730
China Light new b. 530
China Provident b. 790
Dairy Farms b. 23
Electric H.K. b. 181 1/2
Electric Macao b. 30
Hongkong Ropes b. 231 1/2
H.K. Tramways b. 755
Peak Tram, old b. 712
Do. new b. 70 cts.
Steam Laundries b. 44
Steel Foundries b. 10
Water-boats b. 15 1/2
Watsons b. 7.65
Wm. Powells b. 17
Wisdomans b. 31
Indo Dal/Lon/Reg. n. 210
Indo Dal/H.K. Reg. n. 193
Hongkong, Dec. 2, 1920.

Printed and Published for the Proprietor, by Alfred Morris, at the
Lee House Street, in the City of Victoria, Hongkong.